# NACOmatic

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# GENERAL INFORMATION

This Airport/Facility Directory is a Civil Flight Information Publication published and distributed every eight weeks by the FAA, Department of Transportation, National Aeronautical Navigation Services, Silver Spring, Maryland 20910. It is designed for use with Aeronautical Charts covering the conterminous United States, Puerto Rico and the Virgin Islands.

This directory contains all open to the public airports, seaplane bases and heliports, military facilities, and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally, this directory contains communications data, navigational facilities and certain special notices and procedures.

Military data contained within this publication is provided by the National Geospatial–Intelligence Agency and is intended to provide reference data for military and/or joint civil/military airports. Not all military data contained in this publication is applicable to civil users.

## CORRECTIONS, COMMENTS, AND/OR PROCUREMENT

**CRITICAL** information such as equipment malfunction, abnormal field conditions, hazards to flight, etc., should be reported as soon as possible to the nearest FAA facility, either in person or by reverse charge telephone call.

**FOR AIRPORT SUPPLEMENT REVISIONS FORM VISIT WEB SITE: http://nfdc.faa.gov/portal/airportchanges.do**

FAA, Aeronautical Information Services, ATO–R, Rm. 626
800 Independence Ave., SW
Washington, DC 20591
Telephone 1–866–295–8236
Fax 202–267–5322
Email 9–ATOR–HQ–AIS–AIRPORTCHANGES@FAA.GOV

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| Effective Date | Airport Information Cut-off date | Airspace Information* Cut-off date |
|---|---|---|
| 3 Jun 10 | 21 Apr 10 | 1 Apr 10 |
| 29 Jul 10 | 16 Jun 10 | 27 May 10 |
| 23 Sep 10 | 11 Aug 10 | 22 Jul 10 |
| 18 Nov 10 | 6 Oct 10 | 16 Sep 10 |
| 13 Jan 11 | 1 Dec 10 | 11 Nov 10 |
| 10 Mar 11 | 26 Jan 11 | 6 Jan 11 |

*Including changes to preferred routes and graphic depictions on charts.

FOR CHARTING ERRORS CONTACT:

FAA, National Aeronautical Navigation Services
SSMC–4 Sta. #4435
1305 East West Highway
Silver Spring, MD 20910–3281
Telephone 1–800–626–3677
Email 9–AMC–Aerochart@faa.gov

Frequently asked questions (FAQs) are answered on our website at http://aeronav.faa.gov.
See the FAQs prior to contact via toll free number.

FOR PROCUREMENT CONTACT:

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REDIS/Distribution Team
10201 Good Luck Road
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Fax 301–436–6829
or any authorized chart agent.

New or Changed Information—To alert users of new information or changes to information from the previous issue, a vertical line will be portrayed in the outside margin and extending the full length of the new and/or revised data. This will not apply to the front cover or the airport/facility directory listing.

This Airport/Facility Directory comprises part of the following sections of the United States Aeronautical Information Publication (AIP): GEN, ENR and AD.

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## ABBREVIATIONS

The following abbreviations/acronyms are those commonly used within this Directory. Other abbreviations/acronyms may be found in the Legend and are not duplicated below. The abbreviations presented are intended to represent grammatical variations of the basic form. (Example–''req'' may mean ''request'', ''requesting'', ''requested'', or ''requests'').

| | | | |
|---|---|---|---|
| AAF | Army Air Field | byd | beyond |
| AB | Airbase | C | Commercial Circuit (Telephone) |
| abv | above | CGAF | Coast Guard Air Facility |
| ACC | Air Combat Command; Area Control Center | CGAS | Coast Guard Air Station |
| | | CIV | Civil |
| acft | aircraft | clsd | closed |
| ADCC | Air Defense Control Center | comd | command |
| AER | approach end rwy | CONUS | Continental United States |
| AFB | Air Force Base | CSTMS | Customs |
| AFHP | Air Force Heliport | ctc | contact |
| afld | airfield | ctl | control |
| AFOD | US Army Flight Operations Detachment | dalgt | daylight |
| AFRC | Armed Forces Reserve Center/Air Force Reserve Command | Dec | December |
| | | DIAP | DoD Instrument Approach Procedure |
| AFSS | Automated Flight Service Station | DoD | Department of Defense |
| AG | Agriculture | DSN | Defense Switching Network (Telephone) |
| A–GEAR | Arresting Gear | dsplcd | displaced |
| AGL | above ground level | durn | duration |
| AHP | Army heliport | eff | effective |
| ALS | Approach Light System | emerg | emergency |
| alt | altitude | EOR | End of Runway |
| AMC | Air Mobility Command | ETA | Estimated Time of Arrival |
| ANGS | Air National Guard Station | ETD | Estimated Time of Departure |
| apch | approach | exc | except |
| Apr | April | extd | extend |
| APU | Auxiliary Power Unit | FBO | fixed–base operator |
| ARB | Air Reserve Base | Feb | February |
| arpt | airport | fld | field |
| ARS | Air Reserve Station | FLIP | Flight Information Publication |
| AS | Air Station | flt | flight |
| ASDE–X | Airport Surface Detection Equipment—Model X | flw | follow |
| | | Fri | Friday |
| ASU | Aircraft Starting Unit | FSS | Flight Service Station |
| ATC | Air Traffic Control | GA | glide angle |
| Aug | August | GCA | Ground Controlled Approach |
| AUW | All Up Weight (gross weight) | GS | glide slope |
| avbl | available | haz | hazard |
| bcn | beacon | HQ | Headquarters |
| blo | below | | |

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

| | |
|---|---|
| hr | hour |
| IAP | Instrument Approach Procedure |
| ICAO | International Civil Aviation Organization |
| IFR | Instrument Flight Rules |
| ILS | Instrument Landing System |
| IM | Inner Marker |
| IMG | Immigration |
| incr | increase |
| indef | indefinite |
| ints | intensity |
| invof | in the vicinity of |
| IMC | Instrument Meteorological Conditions |
| Jan | January |
| JASU | Jet Aircraft Starting Unit |
| JOAP | Joint Oil Analysis Program |
| JOSAC | Joint Operational Support Airlift Center |
| JRB | Joint Reserve Base |
| Jul | July |
| Jun | June |
| Kt | Knots |
| LAA | Local Airport Advisory |
| LAHSO | Land and Hold Short Operations |
| lbs | pounds |
| ldg | landing |
| lgtd | lighted |
| lgts | lights |
| LMM | Compass locator at Middle Marker ILS |
| LOC | Localizer |
| LOM | Compass locator at Outer Marker ILS |
| ltd | limited |
| MACC | Military Area Control Center |
| Mar | March |
| MCAF | Marine Corps Air Facility |
| MCALF | Marine Corps Auxiliary Landing Field |
| MCAS | Marine Corps Air Station |
| MCB | Marine Corps Base |
| med | medium |
| METRO | Pilot-to-Metro voice call |
| Mil | military |
| min | minute |
| MLS | Microwave Landing System |
| MM | Middle Marker of ILS |
| Mon | Monday |
| MP | Maintenance Period |
| MSL | mean sea level |
| MSAW | minimum safe altitude warning |
| NAAS | Naval Auxiliary Air Station |
| NADC | Naval Air Development Center |
| NADEP | Naval Air Depot |
| NAEC | Naval Air Engineering Center |
| NAES | Naval Air Engineering Station |
| NAF | Naval Air Facility |
| NALCO | Naval Air Logistics Control Office |
| NALO | Navy Air Logistics Office |
| NALF | Naval Auxiliary Landing Field |
| NAS | Naval Air Station |
| NAWC | Naval Air Warfare Center |
| NAWS | Naval Air Weapons Station |
| ngt | night |
| NOLF | Naval Outlying Field |
| Nov | November |
| npi | non precision instrument |
| NS ABTMT | Noise Abatement |
| NSTD | nonstandard |
| ntc | notice |
| obsn | observation |
| Oct | October |
| OLF | Outlying Field |
| opr | operate, operator, operational |
| ops | operations |
| OTS | out of service |
| ovrn | overrun |
| PAEW | personnel and equipment working |
| pat | pattern |
| p-line | power line |
| PMSV | Pilot-to-Metro Service |
| POL | Petrol, Oils and Lubricants |
| PPR | prior permission required |
| PRM | Precision Runway Monitoring |
| PTD | Pilot to Dispatcher |
| RAMCC | Regional Air Movement Control Center |
| req | request |
| rgt tfc | right traffic |
| RON | Remain Overnight |
| rqr | require |
| rstd | restricted |
| RSRS | reduced same runway separation |
| rwy | runway |
| Sat | Saturday |
| SELF | Strategic Expeditionary Landing Field |
| Sep | September |
| SFA | Single Frequency Approach |
| sfc | surface |
| SFRA | Special Flight Rules Area |
| SOAP | Spectrometric Oil Analysis Program |
| SOF | Supervisor of Flying |
| SPB | Seaplane Base |
| SR | sunrise |
| SS | sunset |
| std | standard |
| Sun | Sunday |
| svc | service |
| tfc | traffic |
| thld | threshold |
| Thu | Thursday |
| tkf | take-off |
| tmpry | temporary |
| tran | transient |
| Tue | Tuesday |
| twr | tower |
| twy | taxiway |
| UC | Under Construction |
| USA | United States Army |
| USAF | United States Air Force |
| USCG | United States Coast Guard |
| USN | United States Navy |
| V | Defense Switching Network (telephone, formerly AUTOVON) |
| VFR | Visual Flight Rules |
| VIP | Very Important Person |
| VMC | Visual Meteorological Conditions |
| Wed | Wednesday |
| wx | weather |

# SAMPLE

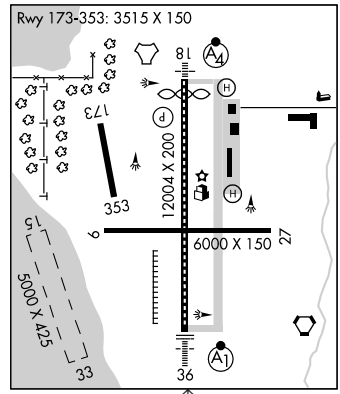
## CITY NAME

**AIRPORT NAME** (ALTERNATE NAME) (LTS) (KLTS) CIV/MIL 3 N UTC–6(–5DT) N34°41.93′ W99°20.20′ **JACKSONVILLE**
200 B S4 **FUEL** 100 0X 1 TPA—1000(800) AOE Class IV, ARFF Index A NOTAM FILE ORL Not insp. **COPTER**
**H–4G, L–19C**
**IAP, DIAP, AD**

(21) **RWY 18–36:** H12004X200 (ASPH–CONC–GRVD)
S–90, D–160, DT–300 PCN 80 R/B/W/T HIRL CL
**RWY 18:** LDIN. MALSF. TDZL. REIL. PAPI(P2R)—GA 3.0° TCH 36′.
Thld dsplcd 300′. Trees. Rgt tfc. 0.3% up.
**RWY 36:** ALSF1. 0.4% down.
**RWY 09–27:** H6000X150 (ASPH) MIRL
**RWY 173–353:** H3515X150 (ASPH–PFC) AUW PCN 59 F/A/W/T
**LAND AND HOLD SHORT OPERATIONS**

| LANDING | HOLD SHORT POINT | DIST AVBL |
|---|---|---|
| RWY 18 | 09–27 | 6500 |
| RWY 36 | 09–27 | 5400 |

**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 18:** TORA–12004 TODA–12704 ASDA–11704 LDA–11504
**RWY 36:** TORA–12004 TODA–12004 ASDA–12004 LDA–11704




(22) **ARRESTING GEAR/SYSTEM**
**RWY 18** → HOOK E5 (65′ OVRN) BAK–14 BAK–12B (1650′)
BAK–14 BAK–12 (B) (1087′) HOOK E5 (74′ OVRN) ← **RWY 36**

(23) **MILITARY SERVICE: A–GEAR** E–5 connected on dep end, disconnected on apch end. **JASU** 3(AM32A–60) 2(A/M32A–86)

(24)

(25) **FUEL** J8(Mil) (NC–100, A) **FLUID** W SP PRESAIR LOX (26)

**OIL** 0–128 **TRAN ALERT** Avbl 1300–0200Z‡, svc limited weekends.

(27) (28)

(10)

(29) **AIRPORT REMARKS:** Special Air Traffic Rules—Part 93, see Regulatory Notices. Attended 1200–0300Z‡. Parachute Jumping. Deer invof arpt. Heavy jumbo jet training surface to 9000′. Twy A clsd indef. Flight Notification Service (ADCUS) avbl.

(30) **MILITARY REMARKS: ANG** PPR/Official Business Only. Base OPS DSN 638–4390, C503–335–4222. Ctc Base OPS 15 minutes prior to ldg and after dep. Limited tran parking.

(31) **WEATHER DATA SOURCES:** AWOS–1 120.3 (202) 426–8000. LLWAS.

(32) **COMMUNICATIONS: SFA** **ATIS** 127.25 273.5 (202) 426–8003 **UNICOM** 122.95 **PTD** 372.2
**NAME FSS** (ORL) on arpt. 123.65 122.65 122.2
**NAME RCO** 112.2T 112.1R (NAME RADIO)
Ⓡ **NAME APP/DEP CON** 128.35 257.725 (1200–0400Z‡)
**TOWER** 119.65 255.6 (1200–0400Z‡) **GND CON** 121.7 **GCO** 135.075 (ORLANDO CLNC) **CLNC DEL** 125.55
**NAME COMD POST** (GERONIMO) 311.0 321.4 6761 **PMSV METRO** 239.8 **NAME OPS** 257.5

(33) **AIRSPACE: CLASS B** See VFR Terminal Area Chart.

(34) **RADIO AIDS TO NAVIGATION:** NOTAM FILE ORL. VHF/DF ctc FSS.
**(H) VORTAC** 112.2 MCO Chan 59 N28°32.55′ W81°20.12′ at fld. 1110/8E.
**(H) TACAN** Chan 29 CBU (109.2) N28°32.65′ W81°21.12′ at fld. 1115/8E.
**HERNY NDB (LOM)** 221 OR N28°37.40′ W81°21.05′ 177° 5.4 NM to fld.
**ILS/DME** 108.5 I–ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.
**ASR/PAR** (1200–0400Z‡)

(35) **COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.

**HELIPAD H1:** H100X75 (ASPH)
**HELIPAD H2:** H60X60 (ASPH)
**HELIPORT REMARKS:** Helipad H1 lctd on general aviation side and H2 lctd on air carrier side of arpt.

(1)

187 TPA 1000(813)
**WATERWAY 15–33:** 5000X425 (WATER)
**SEAPLANE REMARKS:** Birds roosting and feeding areas along river banks. Seaplanes operating adjacent to SW side of arpt not visible from twr and are required to ctc twr.

All bearings and radials are magnetic unless otherwise specified.
All mileages are nautical unless otherwise noted.
All times are Coordinated Universal Time (UTC) except as noted.
All elevations are in feet above/below Mean Sea Level (MSL) unless otherwise noted.
The horizontal reference datum of this publication is North American Datum of 1983 (NAD83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

(10)

# SKETCH LEGEND

## RUNWAYS/LANDING AREAS

Hard Surfaced . . . . . .

Metal Surface . . . . . .

Sod, Gravel, etc. . . . . .

Light Plane, . . . . . .
Ski Landing Area or Water

Under Construction . . . . .

Closed . . . . . .

Helicopter Landings Area . . . . . (H)

Displaced Threshold . . . . . .

Taxiway, Apron and Stopways . .

## MISCELLANEOUS BASE AND CULTURAL FEATURES

Buildings . . . . . .

Power Lines . . . . . —T——T—

Fence . . . . . .

Towers . . . . . .

Tanks . . . . . .

Oil Well . . . . . .

Smoke Stack . . . . . .

Obstruction . . . . . 5812

Controlling Obstruction . . . . . +5812

Trees . . . . . .

Populated Places . . . . . .

Cuts and Fills . . . . . Cut Fill

Cliffs and Depressions . .

Ditch . . . . . .

Hill . . . . . .

## RADIO AIDS TO NAVIGATION

VORTAC . . .

VOR . . . . . .

VOR/DME . .

NDB . . . . . .

TACAN . . . .

NDB/DME . . . .

## MISCELLANEOUS AERONAUTICAL FEATURES

Airport Beacon . . . . . .

Wind Cone . . . . . .

Landing Tee . . . . . .

Tetrahedron . . . . . .

Control Tower . . . . . .

## APPROACH LIGHTING SYSTEMS

A dot " • " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g. (A1) Negative symbology, e.g., (A1) (V) indicates Pilot Controlled Lighting (PCL).

Runway Centerline Lighting . . . . .

(A) Approach Lighting System ALSF-2 . .

(A1) Approach Lighting System ALSF-1 . .

(A2) Short Approach Lighting System SALS/SALSF . . . . . .

(A3) Simplified Short Approach Lighting System (SSALR) with RAIL . . . . .

(A4) Medium Intensity Approach Lighting System (MALS and MALSF)/(SSALS and SSALF) . . . . . .

(A5) Medium Intensity Approach Lighting System (MALSR) and RAIL . . . . . .

Omnidirectional Approach Lighting System (ODALS) . . . . . .

(D) Navy Parallel Row and Cross Bar . . .

(‡) Air Force Overrun . . . . . .

(V) Visual Approach Slope Indicator with Standard Threshold Clearance provided

(V2) Pulsating Visual Approach Slope Indicator (PVASI)

(V3) Visual Approach Slope Indicator with a threshold crossing height to accomodate long bodied or jumbo aircraft

(V4) Tri-color Visual Approach Slope Indicator (TRCV)

(V5) Approach Path Alignment Panel (APAP)

(P) Precision Approach Path Indicator (PAPI)

## LEGEND

This directory is a listing of data on record with the FAA on all open to the public airports, military facilities and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally this listing contains data for associated terminal control facilities, air route traffic control centers, and radio aids to navigation within the conterminous United States, Puerto Rico and the Virgin Islands. Joint civil/military and civil airports are listed alphabetically by state, associated city and airport name and cross-referenced by airport name. Military facilities are listed alphabetically by state and official airport name and cross-referenced by associated city name. Navaids, flight service stations and remote communication outlets that are associated with an airport, but with a different name, are listed alphabetically under their own name, as well as under the airport with which they are associated.

The listing of an open to the public airport in this directory merely indicates the airport operator's willingness to accommodate transient aircraft, and does not represent that the facility conforms with any Federal or local standards, or that it has been approved for use on the part of the general public. Military and private use facilities published in this directory are open to civil pilots only in an emergency or with prior permission. See Special Notice Section, Civil Use of Military Fields.

The information on obstructions is taken from reports submitted to the FAA. Obstruction data has not been verified in all cases. Pilots are cautioned that objects not indicated in this tabulation (or on the airports sketches and/or charts) may exist which can create a hazard to flight operation. Detailed specifics concerning services and facilities tabulated within this directory are contained in the Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

The legend items that follow explain in detail the contents of this Directory and are keyed to the circled numbers on the sample on the preceding pages.

### (1) CITY/AIRPORT NAME

Civil and joint civil/military airports and facilities in this directory are listed alphabetically by state and associated city. Where the city name is different from the airport name the city name will appear on the line above the airport name. Airports with the same associated city name will be listed alphabetically by airport name and will be separated by a dashed rule line. A solid rule line will separate all others. FAA approved helipads and seaplane landing areas associated with a land airport will be separated by a dotted line. Military airports are listed alphabetically by state and official airport name.

### (2) ALTERNATE NAME

Alternate names, if any, will be shown in parentheses.

### (3) LOCATION IDENTIFIER

The location identifier is a three or four character FAA code followed by a four-character ICAO code assigned to airports. ICAO codes will only be published at joint civil/military, and military facilities. If two different military codes are assigned, both codes will be shown with the primary operating agency's code listed first. These identifiers are used by ATC in lieu of the airport name in flight plans, flight strips and other written records and computer operations. Zeros will appear with a slash to differentiate them from the letter ''O''.

### (4) OPERATING AGENCY

Airports within this directory are classified into two categories, Military/Federal Government and Civil airports open to the general public, plus selected private use airports. The operating agency is shown for military, private use and joint civil/military airports. The operating agency is shown by an abbreviation as listed below. When an organization is a tenant, the abbreviation is enclosed in parenthesis. No classification indicates the airport is open to the general public with no military tenant.

| | | | |
|---|---|---|---|
| A | US Army | MC | Marine Corps |
| AFRC | Air Force Reserve Command | N | Navy |
| AF | US Air Force | NAF | Naval Air Facility |
| ANG | Air National Guard | NAS | Naval Air Station |
| AR | US Army Reserve | NASA | National Air and Space Administration |
| ARNG | US Army National Guard | P | US Civil Airport Wherein Permit Covers Use by Transient Military Aircraft |
| CG | US Coast Guard | | |
| CIV/MIL | Joint Use Civil/Military | PVT | Private Use Only (Closed to the Public) |
| DND | Department of National Defense Canada | | |

### (5) AIRPORT LOCATION

Airport location is expressed as distance and direction from the center of the associated city in nautical miles and cardinal points, e.g., 4 NE.

### (6) TIME CONVERSION

Hours of operation of all facilities are expressed in Coordinated Universal Time (UTC) and shown as ''Z'' time. The directory indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC–5(–4DT). The symbol ‡ indicates that during periods of Daylight Saving Time effective hours will be one hour earlier than shown. In those areas where daylight saving time is not observed the (–4DT) and ‡ will not be shown. Daylight saving time is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe daylight saving time except Arizona and Puerto Rico, and the Virgin Islands. If the state observes daylight saving time and the operating times are other than daylight saving times, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z.

### ⑦ GEOGRAPHIC POSITION OF AIRPORT—AIRPORT REFERENCE POINT (ARP)

Positions are shown as hemisphere, degrees, minutes and hundredths of a minute and represent the approximate geometric center of all usable runway surfaces.

### ⑧ CHARTS

Charts refer to the Sectional Chart and Low and High Altitude Enroute Chart and panel on which the airport or facility is located. Helicopter Chart locations will be indicated as COPTER. IFR Gulf of Mexico West and IFR Gulf of Mexico Central will be depicted as GOMW and GOMC.

### ⑨ INSTRUMENT APPROACH PROCEDURES, AIRPORT DIAGRAMS

IAP indicates an airport for which a prescribed (Public Use) FAA Instrument Approach Procedure has been published. DIAP indicates an airport for which a prescribed DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures. See the Special Notice Section of this directory, Civil Use of Military Fields and the Aeronautical Information Manual 5–4–5 Instrument Approach Procedure Charts for additional information. AD indicates an airport for which an airport diagram has been published. Airport diagrams are located in the back of each A/FD volume alphabetically by associated city and airport name.

### ⑩ AIRPORT SKETCH

The airport sketch, when provided, depicts the airport and related topographical information as seen from the air and should be used in conjunction with the text. It is intended as a guide for pilots in VFR conditions. Symbology that is not self-explanatory will be reflected in the sketch legend. The airport sketch will be oriented with True North at the top. Airport sketches will be added incrementally.

### ⑪ ELEVATION

The highest point of an airport's usable runways measured in feet from mean sea level. When elevation is sea level it will be indicated as ''00''. When elevation is below sea level a minus ''−'' sign will precede the figure.

### ⑫ ROTATING LIGHT BEACON

B indicates rotating beacon is available. Rotating beacons operate sunset to sunrise unless otherwise indicated in the AIRPORT REMARKS or MILITARY REMARKS segment of the airport entry.

### ⑬ SERVICING—CIVIL

S1: Minor airframe repairs.
S2: Minor airframe and minor powerplant repairs.
S3: Major airframe and minor powerplant repairs.
S4: Major airframe and major powerplant repairs.
S5: Major airframe repairs.
S6: Minor airframe and major powerplant repairs.
S7: Major powerplant repairs.
S8: Minor powerplant repairs.

### ⑭ FUEL

| CODE | FUEL |
|---|---|
| 80 | Grade 80 gasoline (Red) |
| 100 | Grade 100 gasoline (Green) |
| 100LL | 100LL gasoline (low lead) (Blue) |
| 115 | Grade 115 gasoline (115/145 military specification) (Purple) |
| A | Jet A, Kerosene, without FS–II*, FP** minus 40° C. |
| A+ | Jet A, Kerosene, with FS–II*, FP** minus 40°C. |
| A1 | Jet A–1, Kerosene, without FS–II*, FP** minus 47°C. |
| A1+ | Jet A–1, Kerosene with FS–II*, FP** minus 47° C. |
| B | Jet B, Wide-cut, turbine fuel without FS–II*, FP** minus 50° C. |
| B+ | Jet B, Wide-cut, turbine fuel with FS–II*, FP** minus 50° C. |
| J4 (JP4) | (JP–4 military specification) FP** minus 58° C. |
| J5 (JP5) | (JP–5 military specification) Kerosene with FS–11, FP** minus 46°C. |
| J8 (JP8) | (JP–8 military specification) Jet A–1, Kerosene with FS–II*, FP** minus 47°C. |
| J8+100 | (JP–8 military specification) Jet A–1, Kerosene with FS–II*, FP** minus 47°C, with-fuel additive package that improves thermo stability characteristics of JP–8. |
| J | (Jet Fuel Type Unknown) |
| MOGAS | Automobile gasoline which is to be used as aircraft fuel. |

*(Fuel System Icing Inhibitor)
**(Freeze Point)

NOTE: Certain automobile gasoline may be used in specific aircraft engines if a FAA supplemental type certificate has been obtained. Automobile gasoline, which is to be used in aircraft engines, will be identified as ''MOGAS'', however, the grade/type and other octane rating will not be published.

Data shown on fuel availability represents the most recent information the publisher has been able to acquire. Because of a variety of factors, the fuel listed may not always be obtainable by transient civil pilots. Confirmation of availability of fuel should be made directly with fuel suppliers at locations where refueling is planned.

### ⑮ OXYGEN—CIVIL

OX 1 High Pressure
OX 2 Low Pressure
OX 3 High Pressure—Replacement Bottles
OX 4 Low Pressure—Replacement Bottles

### ⑯ TRAFFIC PATTERN ALTITUDE

Traffic Pattern Altitude (TPA)—The first figure shown is TPA above mean sea level. The second figure in parentheses is TPA above airport elevation. Multiple TPA shall be shown as ''TPA—See Remarks'' and detailed information shall be shown in the Airport or Military Remarks Section. Traffic pattern data for USAF bases, USN facilities, and U.S. Army airports (including those on which ACC or U.S. Army is a tenant) that deviate from standard pattern altitudes shall be shown in Military Remarks.

## ⑰ AIRPORT OF ENTRY, LANDING RIGHTS, AND CUSTOMS USER FEE AIRPORTS

U.S. CUSTOMS USER FEE AIRPORT—Private Aircraft operators are frequently required to pay the costs associated with customs processing.

AOE—Airport of Entry. A customs Airport of Entry where permission from U.S. Customs is not required to land. However, at least one hour advance notice of arrival is required.

LRA—Landing Rights Airport. Application for permission to land must be submitted in advance to U.S. Customs. At least one hour advance notice of arrival is required.

NOTE: Advance notice of arrival at both an AOE and LRA airport may be included in the flight plan when filed in Canada or Mexico. Where Flight Notification Service (ADCUS) is available the airport remark will indicate this service. This notice will also be treated as an application for permission to land in the case of an LRA. Although advance notice of arrival may be relayed to Customs through Mexico, Canada, and U.S. Communications facilities by flight plan, the aircraft operator is solely responsible for ensuring that Customs receives the notification. (See Customs, Immigration and Naturalization, Public Health and Agriculture Department requirements in the International Flight Information Manual for further details.)

US Customs Air and Sea Ports, Inspectors and Agents

| | |
|---|---|
| Northeast Sector (New England and Atlantic States—ME to MD) | 407–975–1740 |
| Southeast Sector (Atlantic States—DC, WV, VA to FL) | 407–975–1780 |
| Central Sector (Interior of the US, including Gulf states—MS, AL, LA) | 407–975–1760 |
| Southwest East Sector (OK and eastern TX) | 407–975–1840 |
| Southwest West Sector (Western TX, NM and AZ) | 407–975–1820 |
| Pacific Sector (WA, OR, CA, HI and AK) | 407–975–1800 |

## ⑱ CERTIFICATED AIRPORT (14 CFR PART 139)

Airports serving Department of Transportation certified carriers and certified under 14 CFR part 139 are indicated by the Class and the ARFF Index; e.g. Class I, ARFF Index A, which relates to the availability of crash, fire, rescue equipment. Class I airports can have an ARFF Index A through E, depending on the aircraft length and scheduled departures. Class II, III, and IV will always carry an Index A.

14 CFR PART 139 CERTIFICATED AIRPORTS
AIRPORT CLASSIFICATIONS

| Type of Air Carrier Operation | Class I | Class II | Class III | Class IV |
|---|---|---|---|---|
| Scheduled Air Carrier Aircraft with 31 or more passenger seats | X | | | |
| Unscheduled Air Carrier Aircraft with 31 or more passengers seats | X | X | | X |
| Scheduled Air Carrier Aircraft with 10 to 30 passenger seats | X | X | X | |

### 14 CFR–PART 139 CERTIFICATED AIRPORTS

INDICES AND AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT REQUIREMENTS

| *Airport Index* | *Required No. Vehicles* | *Aircraft Length* | *Scheduled Departures* | *Agent + Water for Foam* |
|---|---|---|---|---|
| A | 1 | <90′ | ≥1 | 500#DC or HALON 1211 or 450#DC + 100 gal $H_2O$ |
| B | 1 or 2 | ≥90′, <126′ | ≥5 | Index A + 1500 gal $H_2O$ |
| | | ≥126′, <159′ | <5 | |
| C | 2 or 3 | ≥126′, <159′ | ≥5 | Index A + 3000 gal $H_2O$ |
| | | ≥159′, <200′ | <5 | |
| D | 3 | ≥159′, <200′ | | Index A + 4000 gal $H_2O$ |
| | | >200′ | <5 | |
| E | 3 | ≥200′ | ≥5 | Index A + 6000 gal $H_2O$ |

> Greater Than; < Less Than; ≥ Equal or Greater Than; ≤ Equal or Less Than; $H_2O$–Water; DC–Dry Chemical.

NOTE: The listing of ARFF index does not necessarily assure coverage for non-air carrier operations or at other than prescribed times for air carrier. ARFF Index Ltd.—indicates ARFF coverage may or may not be available, for information contact airport manager prior to flight.

## ⑲ NOTAM SERVICE

All public use landing areas are provided NOTAM ''D'' (distant dissemination) and NOTAM ''L'' (local dissemination) service. Airport NOTAM file identifier is shown for individual airports, e.g. ''NOTAM FILE IAD''. See AIM, Basic Flight Information and

ATC Procedures for detailed description of NOTAM's. Current NOTAMs are available from Flight Service Stations at 1–800–WX–BRIEF. Real time Military NOTAMs are available using the DoD Internet NOTAM Distribution System (DINS) www.notams.jcs.mil.

## ⑳ FAA INSPECTION

All airports not inspected by FAA will be identified by the note: Not insp. This indicates that the airport information has been provided by the owner or operator of the field.

## ㉑ RUNWAY DATA

Runway information is shown on two lines. That information common to the entire runway is shown on the first line while information concerning the runway ends is shown on the second or following line. Runway direction, surface, length, width, weight bearing capacity, lighting, and slope, when available are shown for each runway. Multiple runways are shown with the longest runway first. Direction, length, width, and lighting are shown for sea-lanes. The full dimensions of helipads are shown, e.g., 50X150. Runway data that requires clarification will be placed in the remarks section.

### RUNWAY DESIGNATION

Runways are normally numbered in relation to their magnetic orientation rounded off to the nearest 10 degrees. Parallel runways can be designated L (left)/R (right)/C (center). Runways may be designated as Ultralight or assault strips. Assault strips are shown by magnetic bearing.

### RUNWAY DIMENSIONS

Runway length and width are shown in feet. Length shown is runway end to end including displaced thresholds, but excluding those areas designed as overruns.

### RUNWAY SURFACE AND LENGTH

Runway lengths prefixed by the letter ''H'' indicate that the runways are hard surfaced (concrete, asphalt, or part asphalt–concrete). If the runway length is not prefixed, the surface is sod, clay, etc. The runway surface composition is indicated in parentheses after runway length as follows:

(AFSC)—Aggregate friction seal coat
(ASPH)—Asphalt
(CONC)—Concrete
(DIRT)—Dirt
(GRVD)—Grooved
(GRVL)—Gravel, or cinders
(MATS)—Pierced steel planking, landing mats, membranes
(PEM)—Part concrete, part asphalt
(PFC)—Porous friction courses
(PSP)—Pierced steel plank
(RFSC)—Rubberized friction seal coat
(TURF)—Turf
(TRTD)—Treated
(WC)—Wire combed

### RUNWAY WEIGHT BEARING CAPACITY

Runway strength data shown in this publication is derived from available information and is a realistic estimate of capability at an average level of activity. It is not intended as a maximum allowable weight or as an operating limitation. Many airport pavements are capable of supporting limited operations with gross weights in excess of the published figures. Permissible operating weights, insofar as runway strengths are concerned, are a matter of agreement between the owner and user. When desiring to operate into any airport at weights in excess of those published in the publication, users should contact the airport management for permission. Runway strength figures are shown in thousand of pounds, with the last three figures being omitted. Add 000 to figure following S, D, 2S, 2T, AUW, SWL, etc., for gross weight capacity. A blank space following the letter designator is used to indicate the runway can sustain aircraft with this type landing gear, although definite runway weight bearing capacity figures are not available, e.g., S, D. Applicable codes for typical gear configurations with S=Single, D=Dual, T=Triple and Q=Quadruple:

| CURRENT | NEW | NEW DESCRIPTION |
|---|---|---|
| S | S | Single wheel type landing gear (DC3), (C47), (F15), etc. |
| D | D | Dual wheel type landing gear (BE1900), (B737), (A319), etc. |
| T | D | Dual wheel type landing gear (P3, C9). |
| ST | 2S | Two single wheels in tandem type landing gear (C130). |
| TRT | 2T | Two triple wheels in tandem type landing gear (C17), etc. |
| DT | 2D | Two dual wheels in tandem type landing gear (B707), etc. |
| TT | 2D | Two dual wheels in tandem type landing gear (B757, KC135). |
| SBTT | 2D/D1 | Two dual wheels in tandem/dual wheel body gear type landing gear (KC10). |
| None | 2D/2D1 | Two dual wheels in tandem/two dual wheels in tandem body gear type landing gear (A340–600). |
| DDT | 2D/2D2 | Two dual wheels in tandem/two dual wheels in double tandem body gear type landing gear (B747, E4). |
| TTT | 3D | Three dual wheels in tandem type landing gear (B777), etc. |
| TT | D2 | Dual wheel gear two struts per side main gear type landing gear (B52). |
| TDT | C5 | Complex dual wheel and quadruple wheel combination landing gear (C5). |

AUW—All up weight. Maximum weight bearing capacity for any aircraft irrespective of landing gear configuration.
SWL—Single Wheel Loading. (This includes information submitted in terms of Equivalent Single Wheel Loading (ESWL) and Single Isolated Wheel Loading).
PSI—Pounds per square inch. PSI is the actual figure expressing maximum pounds per square inch runway will support, e.g., (SWL 000/PSI 535).

Omission of weight bearing capacity indicates information unknown.

The ACN/PCN System is the ICAO standard method of reporting pavement strength for pavements with bearing strengths greater than 12,500 pounds. The Pavement Classification Number (PCN) is established by an engineering assessment of the runway. The PCN is for use in conjunction with an Aircraft Classification Number (ACN). Consult the Aircraft Flight Manual, Flight Information Handbook, or other appropriate source for ACN tables or charts. Currently, ACN data may not be available for all aircraft. If an ACN table or chart is available, the ACN can be calculated by taking into account the aircraft weight, the pavement type, and the subgrade category. For runways that have been evaluated under the ACN/PCN system, the PCN will be shown as a five-part code (e.g. PCN 80 R/B/W/T). Details of the coded format are as follows:

(1) The PCN NUMBER—The reported PCN indicates that an aircraft with an ACN equal or less than the reported PCN can operate on the pavement subject to any limitation on the tire pressure.

(2) The type of pavement:
R — Rigid
F — Flexible

(3) The pavement subgrade category:
A — High
B — Medium
C — Low
D — Ultra-low

(4) The maximum tire pressure authorized for the pavement:
W — High, no limit
X — Medium, limited to 217 psi
Y — Low, limited to 145 psi
Z — Very low, limited to 73 psi

(5) Pavement evaluation method:
T — Technical evaluation
U — By experience of aircraft using the pavement

NOTE: Prior permission from the airport controlling authority is required when the ACN of the aircraft exceeds the published PCN or aircraft tire pressure exceeds the published limits.

### RUNWAY LIGHTING

Lights are in operation sunset to sunrise. Lighting available by prior arrangement only or operating part of the night and/or pilot controlled lighting with specific operating hours are indicated under airport or military remarks. At USN/USMC facilities lights are available only during airport hours of operation. Since obstructions are usually lighted, obstruction lighting is not included in this code. Unlighted obstructions on or surrounding an airport will be noted in airport or military remarks. Runway lights nonstandard (NSTD) are systems for which the light fixtures are not FAA approved L-800 series: color, intensity, or spacing does not meet FAA standards. Nonstandard runway lights, VASI, or any other system not listed below will be shown in airport remarks or military service. Temporary, emergency or limited runway edge lighting such as flares, smudge pots, lanterns or portable runway lights will also be shown in airport remarks or military service. Types of lighting are shown with the runway or runway end they serve.

NSTD—Light system fails to meet FAA standards.
LIRL—Low Intensity Runway Lights.
MIRL—Medium Intensity Runway Lights.
HIRL—High Intensity Runway Lights.
RAIL—Runway Alignment Indicator Lights.
REIL—Runway End Identifier Lights.
CL—Centerline Lights.
TDZL—Touchdown Zone Lights.
ODALS—Omni Directional Approach Lighting System.
AF OVRN—Air Force Overrun 1000′ Standard Approach Lighting System.
LDIN—Lead-In Lighting System.
MALS—Medium Intensity Approach Lighting System.
MALSF—Medium Intensity Approach Lighting System with Sequenced Flashing Lights.
MALSR—Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights.
SALS—Short Approach Lighting System.
SALSF—Short Approach Lighting System with Sequenced Flashing Lights.
SSALS—Simplified Short Approach Lighting System.
SSALF—Simplified Short Approach Lighting System with Sequenced Flashing Lights.
SSALR—Simplified Short Approach Lighting System with Runway Alignment Indicator Lights.
ALSAF—High Intensity Approach Lighting System with Sequenced Flashing Lights.
ALSF1—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category I, Configuration.
ALSF2—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category II, Configuration.
SF—Sequenced Flashing Lights.
OLS—Optical Landing System.
WAVE–OFF.

NOTE: Civil ALSF2 may be operated as SSALR during favorable weather conditions. When runway edge lights are positioned more than 10 feet from the edge of the usable runway surface a remark will be added in the ''Remarks'' portion of the airport entry. This is applicable to Air Force, Air National Guard and Air Force Reserve Bases, and those joint civil/military airfields on which they are tenants.

### VISUAL GLIDESLOPE INDICATORS

APAP—A system of panels, which may or may not be lighted, used for alignment of approach path.

| | | | |
|---|---|---|---|
| PNIL | APAP on left side of runway | PNIR | APAP on right side of runway |

PAPI—Precision Approach Path Indicator

| | | | |
|---|---|---|---|
| P2L | 2-identical light units placed on left side of runway | P4L | 4-identical light units placed on left side of runway |
| P2R | 2-identical light units placed on right side of runway | P4R | 4-identical light units placed on right side of runway |

PVASI—Pulsating/steady burning visual approach slope indicator, normally a single light unit projecting two colors.

| | | | |
|---|---|---|---|
| PSIL | PVASI on left side of runway | PSIR | PVASI on right side of runway |

SAVASI—Simplified Abbreviated Visual Approach Slope Indicator

| | | | |
|---|---|---|---|
| S2L | 2-box SAVASI on left side of runway | S2R | 2-box SAVASI on right side of runway |

TRCV—Tri-color visual approach slope indicator, normally a single light unit projecting three colors.

| | | | |
|---|---|---|---|
| TRIL | TRCV on left side of runway | TRIR | TRCV on right side of runway |

VASI—Visual Approach Slope Indicator

| | | | |
|---|---|---|---|
| V2L | 2-box VASI on left side of runway | V6L | 6-box VASI on left side of runway |
| V2R | 2-box VASI on right side of runway | V6R | 6-box VASI on right side of runway |
| V4L | 4-box VASI on left side of runway | V12 | 12-box VASI on both sides of runway |
| V4R | 4-box VASI on right side of runway | V16 | 16-box VASI on both sides of runway |

NOTE: Approach slope angle and threshold crossing height will be shown when available; i.e., –GA 3.5° TCH 37′.

### PILOT CONTROL OF AIRPORT LIGHTING

| Key Mike | Function |
|---|---|
| 7 times within 5 seconds | Highest intensity available |
| 5 times within 5 seconds | Medium or lower intensity (Lower REIL or REIL-Off) |
| 3 times within 5 seconds | Lowest intensity available (Lower REIL or REIL-Off) |

Available systems will be indicated in the airport or military remarks, e.g., ACTIVATE HIRL Rwy 07–25, MALSR Rwy 07, and VASI Rwy 07—122.8.

Where the airport is not served by an instrument approach procedure and/or has an independent type system of different specification installed by the airport sponsor, descriptions of the type lights, method of control, and operating frequency will be explained in clear text. See AIM, ''Basic Flight Information and ATC Procedures,'' for detailed description of pilot control of airport lighting.

### RUNWAY SLOPE

When available, runway slope data will only be provided for those airports with an approved FAA instrument approach procedure. Runway slope will be shown only when it is 0.3 percent or greater. On runways less than 8000 feet, the direction of the slope up will be indicated, e.g., 0.3% up NW. On runways 8000 feet or greater, the slope will be shown (up or down) on the runway end line, e.g., RWY 13: 0.3% up., RWY 21: Pole. Rgt tfc. 0.4% down.

### RUNWAY END DATA

Information pertaining to the runway approach end such as approach lights, touchdown zone lights, runway end identification lights, visual glideslope indicators, displaced thresholds, controlling obstruction, and right hand traffic pattern, will be shown on the specific runway end. ''Rgt tfc''—Right traffic indicates right turns should be made on landing and takeoff for specified runway end.

### LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for ''Land and Hold Short Operations.'' These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold–short operations and markings.

### RUNWAY DECLARED DISTANCE INFORMATION

TORA—Take-off Run Available. The length of runway declared available and suitable for the ground run of an aeroplane take–off.

TODA—Take-off Distance Available. The length of the take–off run available plus the length of the clearway, if provided.

ASDA—Accelerate-Stop Distance Available. The length of the take–off run available plus the length of the stopway, if provided.

LDA—Landing Distance Available. The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

## (22) ARRESTING GEAR/SYSTEMS

Arresting gear is shown as it is located on the runway. The a–gear distance from the end of the appropriate runway (or into the overrun) is indicated in parentheses. A–Gear which has a bi–direction capability and can be utilized for emergency approach end engagement is indicated by a (B). The direction of engaging device is indicated by an arrow. Up to 15 minutes advance notice may be required for rigging A–Gear for approach and engagement. Airport listing may show availability of other than US Systems. This information is provided for emergency requirements only. Refer to current aircraft operating manuals for specific engagement weight and speed criteria based on aircraft structural restrictions and arresting system limitations.

Following is a list of current systems referenced in this publication identified by both Air Force and Navy terminology:

BI–DIRECTIONAL CABLE (B)

| TYPE | DESCRIPTION |
|---|---|
| BAK–9 | Rotary friction brake. |
| BAK–12A | Standard BAK–12 with 950 foot run out, 1–inch cable and 40,000 pound weight setting. Rotary friction brake. |
| BAK–12B | Extended BAK–12 with 1200 foot run, 1¼ inch Cable and 50,000 pounds weight setting. Rotary friction brake. |
| E28 | Rotary Hydraulic (Water Brake). |
| M21 | Rotary Hydraulic (Water Brake) Mobile. |

The following device is used in conjunction with some aircraft arresting systems:

| | |
|---|---|
| BAK–14 | A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to five seconds to fully raise the cable.) |
| H | A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to one and one–half seconds to fully raise the cable.) |

UNI–DIRECTIONAL CABLE

| TYPE | DESCRIPTION |
|---|---|
| MB60 | Textile brake—an emergency one–time use, modular braking system employing the tearing of specially woven textile straps to absorb the kinetic energy. |
| E5/E5–1/E5–3 | Chain Type. At USN/USMC stations E–5 A–GEAR systems are rated, e.g., E–5 RATING–13R–1100 HW (DRY), 31L/R–1200 STD (WET). This rating is a function of the A–GEAR chain weight and length and is used to determine the maximum aircraft engaging speed. A dry rating applies to a stabilized surface (dry or wet) while a wet rating takes into account the amount (if any) of wet overrun that is not capable of withstanding the aircraft weight. These ratings are published under Military Service. |

FOREIGN CABLE

| TYPE | DESCRIPTION | US EQUIVALENT |
|---|---|---|
| 44B–3H | Rotary Hydraulic) (Water Brake) | |
| CHAG | Chain | E–5 |

UNI–DIRECTIONAL BARRIER

| TYPE | DESCRIPTION |
|---|---|
| MA–1A | Web barrier between stanchions attached to a chain energy absorber. |
| BAK–15 | Web barrier between stanchions attached to an energy absorber (water squeezer, rotary friction, chain). Designed for wing engagement. |

NOTE: Landing short of the runway threshold on a runway with a BAK–15 in the underrun is a significant hazard. The barrier in the down position still protrudes several inches above the underrun. Aircraft contact with the barrier short of the runway threshold can cause damage to the barrier and substantial damage to the aircraft.

OTHER

| TYPE | DESCRIPTION |
|---|---|
| EMAS | Engineered Material Arresting System, located beyond the departure end of the runway, consisting of high energy absorbing materials which will crush under the weight of an aircraft. |

## (23) MILITARY SERVICE

Specific military services available at the airport are listed under this general heading. Remarks applicable to any military service are shown in the individual service listing.

## (24) JET AIRCRAFT STARTING UNITS (JASU)

The numeral preceding the type of unit indicates the number of units available. The absence of the numeral indicates ten or more units available. If the number of units is unknown, the number one will be shown. Absence of JASU designation indicates non–availability.

The following is a list of current JASU systems referenced in this publication:

USAF JASU (For variations in technical data, refer to T.O. 35–1–7.)

ELECTRICAL STARTING UNITS:

| | |
|---|---|
| A/M32A–86 | AC: 115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire<br>DC: 28v, 1500 amp, 72 kw (with TR pack) |
| MC–1A | AC: 115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire<br>DC: 28v, 500 amp, 14 kw |
| MD–3 | AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire<br>DC: 28v, 1500 amp, 45 kw, split bus |
| MD–3A | AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire<br>DC: 28v, 1500 amp, 45 kw, split bus |
| MD–3M | AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire<br>DC: 28v, 500 amp, 15 kw |

| | |
|---|---|
| MD–4 | AC: 120/208v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 175 amp, ''WYE'' neutral ground, 4 wire, 120v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 303 amp, ''DELTA'' 3 wire, 120v, 400 cycle, 1 phase, 62.5 kva, 0.8 pf, 520 amp, 2 wire |
| AIR STARTING UNITS | |
| AM32–95 | 150 +/− 5 lb/min (2055 +/− 68 cfm) at 51 +/− 2 psia |
| AM32A–95 | 150 +/− 5 lb/min @ 49 +/− 2 psia (35 +/− 2 psig) |
| LASS | 150 +/− 5 lb/min @ 49 +/− 2 psia |
| MA–1A | 82 lb/min (1123 cfm) at 130° air inlet temp, 45 psia (min) air outlet press |
| MC–1 | 15 cfm, 3500 psia |
| MC–1A | 15 cfm, 3500 psia |
| MC–2A | 15 cfm, 200 psia |
| MC–11 | 8,000 cu in cap, 4000 psig, 15 cfm |
| COMBINED AIR AND ELECTRICAL STARTING UNITS: | |
| AGPU | AC: 115/200v, 400 cycle, 3 phase, 30 kw gen<br>DC: 28v, 700 amp<br>AIR: 60 lb/min @ 40 psig @ sea level |
| AM32A–60* | AIR: 120 +/− 4 lb/min (1644 +/− 55 cfm) at 49 +/− 2 psia<br>AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire, 120v, 1 phase, 25 kva<br>DC: 28v, 500 amp, 15 kw |
| AM32A–60A | AIR: 150 +/− 5 lb/min (2055 +/− 68 cfm at 51 +/− psia<br>AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire<br>DC: 28v, 200 amp, 5.6 kw |
| AM32A–60B* | AIR: 130 lb/min, 50 psia<br>AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire<br>DC: 28v, 200 amp, 5.6 kw |

*NOTE: During combined air and electrical loads, the pneumatic circuitry takes preference and will limit the amount of electrical power available.

| | |
|---|---|
| USN JASU | |
| ELECTRICAL STARTING UNITS: | |
| NC–8A/A1 | DC: 500 amp constant, 750 amp intermittent, 28v;<br>AC: 60 kva @ .8 pf, 115/200v, 3 phase, 400 Hz. |
| NC–10A/A1/B/C | DC: 750 amp constant, 1000 amp intermittent, 28v;<br>AC: 90 kva, 115/200v, 3 phase, 400 Hz. |
| AIR STARTING UNITS: | |
| GTC–85/GTE–85 | 120 lbs/min @ 45 psi. |
| MSU–200NAV/A/U47A–5 | 204 lbs/min @ 56 psia. |
| WELLS AIR START SYSTEM | 180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability. |
| COMBINED AIR AND ELECTRICAL STARTING UNITS: | |
| NCPP–105/RCPT | 180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. 700 amp, 28v DC. 120/208v, 400 Hz AC, 30 kva. |
| JASU (ARMY) | |
| 59B2–1B | 28v, 7.5 kw, 280 amp. |
| OTHER JASU | |
| ELECTRICAL STARTING UNITS (DND): | |
| CE12 | AC 115/200v, 140 kva, 400 Hz, 3 phase |
| CE13 | AC 115/200v, 60 kva, 400 Hz, 3 phase |
| CE14 | AC/DC 115/200v, 140 kva, 400 Hz, 3 phase, 28vDC, 1500 amp |
| CE15 | DC 22–35v, 500 amp continuous 1100 amp intermittent |
| CE16 | DC 22–35v, 500 amp continuous 1100 amp intermittent soft start |
| AIR STARTING UNITS (DND): | |
| CA2 | ASA 45.5 psig, 116.4 lb/min |
| COMBINED AIR AND ELECTRICAL STARTING UNITS (DND) | |
| CEA1 | AC 120/208v, 60 kva, 400 Hz, 3 phase DC 28v, 75 amp<br>AIR 112.5 lb/min, 47 psig |
| ELECTRICAL STARTING UNITS (OTHER) | |
| C–26 | 28v 45kw 115–200v 15kw 380–800 Hz 1 phase 2 wire |
| C–26–B, C–26–C | 28v 45kw: Split Bus: 115–200v 15kw 380–800 Hz 1 phase 2 wire |
| E3 | DC 28v/10kw |
| AIR STARTING UNITS (OTHER): | |
| A4 | 40 psi/2 lb/sec (LPAS Mk12, Mk12L, Mk12A, Mk1, Mk2B) |
| MA–1 | 150 Air HP, 115 lb/min 50 psia |
| MA–2 | 250 Air HP, 150 lb/min 75 psia |
| CARTRIDGE: | |
| MXU–4A | USAF |

## (25) FUEL—MILITARY

Fuel available through US Military Base supply, DESC Into–Plane Contracts and/or reciprocal agreement is listed first and is followed by (Mil). At commercial airports where Into–Plane contracts are in place, the name of the refueling agent is shown. Military fuel should be used first if it is available. When military fuel cannot be obtained but Into–Plane contract fuel is available, Government aircraft must refuel with the contract fuel and applicable refueling agent to avoid any breach in contract terms and conditions. Fuel not available through the above is shown preceded by NC (no contract). When fuel is obtained from NC sources, local purchase procedures must be followed. The US Military Aircraft Identaplates DD Form 1896 (Jet Fuel), DD Form 1897 (Avgas) and AF Form 1245 (Avgas) are used at military installations only. The US Government Aviation Into–Plane Reimbursement (AIR) Card (currently issued by AVCARD) is the instrument to be used to obtain fuel under a DESC Into–Plane Contract and for NC purchases if the refueling agent at the commercial airport accepts the AVCARD. A current list of contract fuel locations is available online at www.desc.dla.mil/Static/ProductsAndServices.asp; click on the Commercial Airports button.

See legend item 14 for fuel code and description.

## (26) SUPPORTING FLUIDS AND SYSTEMS—MILITARY

| CODE | |
|---|---|
| ADI | Anti–Detonation Injection Fluid—Reciprocating Engine Aircraft. |
| W | Water Thrust Augmentation—Jet Aircraft. |
| WAI | Water–Alcohol Injection Type, Thrust Augmentation—Jet Aircraft. |
| SP | Single Point Refueling. |
| PRESAIR | Air Compressors rated 3,000 PSI or more. |
| De–Ice | Anti–icing/De–icing/Defrosting Fluid (MIL–A–8243). |

**OXYGEN:**

| | |
|---|---|
| LPOX | Low pressure oxygen servicing. |
| HPOX | High pressure oxygen servicing. |
| LHOX | Low and high pressure oxygen servicing. |
| LOX | Liquid oxygen servicing. |
| OXRB | Oxygen replacement bottles. (Maintained primarily at Naval stations for use in acft where oxygen can be replenished only by replacement of cylinders.) |
| OX | Indicates oxygen servicing when type of servicing is unknown. |

NOTE: Combinations of above items is used to indicate complete oxygen servicing available;

| | |
|---|---|
| LHOXRB | Low and high pressure oxygen servicing and replacement bottles; |
| LPOXRB | Low pressure oxygen replacement bottles only, etc. |

NOTE: Aircraft will be serviced with oxygen procured under military specifications only. Aircraft will not be serviced with medical oxygen.

**NITROGEN:**

LPNIT — Low pressure nitrogen servicing.
HPNIT — High pressure nitrogen servicing.
LHNIT — Low and high pressure nitrogen servicing.

## (27) OIL—MILITARY

US AVIATION OILS (MIL SPECS):

| CODE | GRADE, TYPE |
|---|---|
| O–113 | 1065, Reciprocating Engine Oil (MIL–L–6082) |
| O–117 | 1100, Reciprocating Engine Oil (MIL–L–6082) |
| O–117+ | 1100, O–117 plus cyclohexanone (MIL–L–6082) |
| O–123 | 1065, (Dispersant), Reciprocating Engine Oil (MIL–L–22851 Type III) |
| O–128 | 1100, (Dispersant), Reciprocating Engine Oil (MIL–L–22851 Type II) |
| O–132 | 1005, Jet Engine Oil (MIL–L–6081) |
| O–133 | 1010, Jet Engine Oil (MIL–L–6081) |
| O–147 | None, MIL–L–6085A Lubricating Oil, Instrument, Synthetic |
| O–148 | None, MIL–L–7808 (Synthetic Base) Turbine Engine Oil |
| O–149 | None, Aircraft Turbine Engine Synthetic, 7.5c St |
| O–155 | None, MIL–L–6086C, Aircraft, Medium Grade |
| O–156 | None, MIL–L–23699 (Synthetic Base), Turboprop and Turboshaft Engines |
| JOAP/SOAP | Joint Oil Analysis Program. JOAP support is furnished during normal duty hours, other times on request. (JOAP and SOAP programs provide essentially the same service, JOAP is now the standard joint service supported program.) |

## (28) TRANSIENT ALERT (TRAN ALERT)—MILITARY

Tran Alert service is considered to include all services required for normal aircraft turn–around, e.g., servicing (fuel, oil, oxygen, etc.), debriefing to determine requirements for maintenance, minor maintenance, inspection and parking assistance of transient aircraft. Drag chute repack, specialized maintenance, or extensive repairs will be provided within the capabilities and priorities of the base. Delays can be anticipated after normal duty hours/holidays/weekends regardless of the hours of transient maintenance operation. Pilots should not expect aircraft to be serviced for TURN–AROUNDS during time periods when servicing or maintenance manpower is not available. In the case of airports not operated exclusively by US military, the servicing indicated by the remarks will not always be available for US military

aircraft. When transient alert services are not shown, facilities are unknown. NO PRIORITY BASIS—means that transient alert services will be provided only after all the requirements for mission/tactical assigned aircraft have been accomplished.

## (29) AIRPORT REMARKS

The Attendance Schedule is the months, days and hours the airport is actually attended. Airport attendance does not mean watchman duties or telephone accessibility, but rather an attendant or operator on duty to provide at least minimum services (e.g., repairs, fuel, transportation).

Airport Remarks have been grouped in order of applicability. Airport remarks are limited to those items of information that are determined essential for operational use, i.e., conditions of a permanent or indefinite nature and conditions that will remain in effect for more than 30 days concerning aeronautical facilities, services, maintenance available, procedures or hazards, knowledge of which is essential for safe and efficient operation of aircraft. Information concerning permanent closing of a runway or taxiway will not be shown. A note ''See Special Notices'' shall be applied within this remarks section when a special notice applicable to the entry is contained in the Special Notices section of this publication.

Parachute Jumping indicates parachute jumping areas associated with the airport. See Parachute Jumping Area section of this publication for additional Information.

Landing Fee indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.

Note: Unless otherwise stated, remarks including runway ends refer to the runway's approach end.

## (30) MILITARY REMARKS

Military Remarks published at a joint Civil/Military facility are remarks that are applicable to the Military. At Military Facilities all remarks will be published under the heading Military Remarks. Remarks contained in this section may not be applicable to civil users. The first group of remarks is applicable to the primary operator of the airport. Remarks applicable to a tenant on the airport are shown preceded by the tenant organization, i.e., (A) (AF) (N) (ANG), etc. Military airports operate 24 hours unless otherwise specified. Airport operating hours are listed first (airport operating hours will only be listed if they are different than the airport attended hours or if the attended hours are unavailable) followed by pertinent remarks in order of applicability. Remarks will include information on restrictions, hazards, traffic pattern, noise abatement, customs/agriculture/immigration, and miscellaneous information applicable to the Military.

Type of restrictions:

CLOSED: When designated closed, the airport is restricted from use by all aircraft unless stated otherwise. Any closure applying to specific type of aircraft or operation will be so stated. USN/USMC/USAF airports are considered closed during non–operating hours. Closed airports may be utilized during an emergency provided there is a safe landing area.

OFFICIAL BUSINESS ONLY: The airfield is closed to all transient military aircraft for obtaining routine services such as fueling, passenger drop off or pickup, practice approaches, parking, etc. The airfield may be used by aircrews and aircraft if official government business (including civilian) must be conducted on or near the airfield and prior permission is received from the airfield manager.

AF OFFICIAL BUSINESS ONLY OR NAVY OFFICIAL BUSINESS ONLY: Indicates that the restriction applies only to service indicated.

PRIOR PERMISSION REQUIRED (PPR): Airport is closed to transient aircraft unless approval for operation is obtained from the appropriate commander through Chief, Airfield Management or Airfield Operations Officer. Official Business or PPR does not preclude the use of US Military airports as an alternate for IFR flights. If a non–US military airport is used as a weather alternate and requires a PPR, the PPR must be requested and confirmed before the flight departs. The purpose of PPR is to control volume and flow of traffic rather than to prohibit it. Prior permission is required for all aircraft requiring transient alert service outside the published transient alert duty hours. All aircraft carrying hazardous materials must obtain prior permission as outlined in AFJI 11–204, AR 95–27, OPNAVINST 3710.7.

Note: OFFICIAL BUSINESS ONLY AND PPR restrictions are not applicable to Special Air Mission (SAM) or Special Air Resource (SPAR) aircraft providing person or persons on aboard are designated Code 6 or higher as explained in AFJMAN 11–213, AR 95–11, OPNAVINST 3722–8J. Official Business Only or PPR do not preclude the use of the airport as an alternate for IFR flights.

## (31) WEATHER DATA SOURCES

Weather data sources will be listed alphabetically followed by their assigned frequencies and/or telephone number and hours of operation.

ASOS—Automated Surface Observing System. Reports the same as an AWOS–3 plus precipitation identification and intensity, and freezing rain occurrence (future enhancement).

AWOS—Automated Weather Observing System

AWOS–A—reports altimeter setting (all other information is advisory only).

AWOS–1—reports altimeter setting, wind data and usually temperature, dewpoint and density altitude.

AWOS–2—reports the same as AWOS–1 plus visibility.

AWOS–3—reports the same as AWOS–1 plus visibility and cloud/ceiling data.

See AIM, Basic Flight Information and ATC Procedures for detailed description of AWOS.

HIWAS—See RADIO AIDS TO NAVIGATION
LAWRS—Limited Aviation Weather Reporting Station where observers report cloud height, weather, obstructions to vision, temperature and dewpoint (in most cases), surface wind, altimeter and pertinent remarks.
LLWAS—indicates a Low Level Wind Shear Alert System consisting of a center field and several field perimeter anemometers.
SAWRS—identifies airports that have a Supplemental Aviation Weather Reporting Station available to pilots for current weather information.
SWSL—Supplemental Weather Service Location providing current local weather information via radio and telephone.
TDWR—indicates airports that have Terminal Doppler Weather Radar.
WSP—indicates airports that have Weather System Processor.

When the automated weather source is broadcast over an associated airport NAVAID frequency (see NAVAID line), it shall be indicated by a bold ASOS, AWOS, or HIWAS followed by the frequency, identifier and phone number, if available.

## (32) COMMUNICATIONS

Airport terminal control facilities and radio communications associated with the airport shall be shown. When the call sign is not the same as the airport name the call sign will be shown. Frequencies shall normally be shown in descending order with the primary frequency listed first. Frequencies will be listed, together with sectorization indicated by outbound radials, and hours of operation. Communications will be listed in sequence as follows:

Single Frequency Approach (SFA), Common Traffic Advisory Frequency (CTAF), Automatic Terminal Information Service (ATIS) and Aeronautical Advisory Stations (UNICOM) or (AUNICOM) along with their frequency is shown, where available, on the line following the heading ''COMMUNICATIONS.'' When the CTAF and UNICOM frequencies are the same, the frequency will be shown as CTAF/UNICOM 122.8.

The FSS telephone nationwide is toll free 1–800–WX–BRIEF (1–800–992–7433). When the FSS is located on the field it will be indicated as ''on arpt''. Frequencies available at the FSS will follow in descending order. Remote Communications Outlet (RCO) providing service to the airport followed by the frequency and FSS RADIO name will be shown when available.

FSS's provide information on airport conditions, radio aids and other facilities, and process flight plans. Airport Advisory Service (AAS) is provided on the CTAF by FSS's for select non-tower airports or airports where the tower is not in operation.

(See AIM, Para 4–1–9 Traffic Advisory Practices at Airports Without Operating Control Towers or AC 90–42C.)

Aviation weather briefing service is provided by FSS specialists. Flight and weather briefing services are also available by calling the telephone numbers listed.

Remote Communications Outlet (RCO)—An unmanned air/ground communications facility that is remotely controlled and provides UHF or VHF communications capability to extend the service range of an FSS.

Civil Communications Frequencies-Civil communications frequencies used in the FSS air/ground system are operated on 122.0, 122.2, 123.6; emergency 121.5; plus receive-only on 122.1.

a. 122.0 is assigned as the Enroute Flight Advisory Service frequency at selected FSS RADIO outlets.
b. 122.2 is assigned as a common enroute frequency.
c. 123.6 is assigned as the airport advisory frequency at select non-tower locations. At airports with a tower, FSS may provide airport advisories on the tower frequency when tower is closed.
d. 122.1 is the primary receive-only frequency at VOR's.
e. Some FSS's are assigned 50 kHz frequencies in the 122–126 MHz band (eg. 122.45). Pilots using the FSS A/G system should refer to this directory or appropriate charts to determine frequencies available at the FSS or remoted facility through which they wish to communicate.

Emergency frequency 121.5 and 243.0 are available at all Flight Service Stations, most Towers, Approach Control and RADAR facilities.

Frequencies published followed by the letter ''T'' or ''R'', indicate that the facility will only transmit or receive respectively on that frequency. All radio aids to navigation (NAVAID) frequencies are transmit only.

### TERMINAL SERVICES

SFA—Single Frequency Approach.
CTAF—A program designed to get all vehicles and aircraft at airports without an operating control tower on a common frequency.
ATIS—A continuous broadcast of recorded non-control information in selected terminal areas.
D–ATIS—Digital ATIS provides ATIS information in text form outside the standard reception range of conventional ATIS via landline & data link communications and voice message within range of existing transmitters.
AUNICOM—Automated UNICOM is a computerized, command response system that provides automated weather, radio check capability and airport advisory information selected from an automated menu by microphone clicks.
UNICOM—A non-government air/ground radio communications facility which may provide airport information.
PTD—Pilot to Dispatcher.
APP CON—Approach Control. The symbol Ⓡ indicates radar approach control.
TOWER—Control tower.
GCA—Ground Control Approach System.
GND CON—Ground Control.
GCO—Ground Communication Outlet—An unstaffed, remotely controlled, ground/ground communications facility. Pilots at uncontrolled airports may contact ATC and FSS via VHF to a telephone connection to obtain an instrument clearance or close a VFR or IFR flight plan. They may also get an updated weather briefing prior to takeoff. Pilots will use four ''key clicks'' on the

VHF radio to contact the appropriate ATC facility or six ''key clicks'' to contact the FSS. The GCO system is intended to be used only on the ground.
DEP CON—Departure Control. The symbol Ⓡ indicates radar departure control.
CLNC DEL—Clearance Delivery.
PRE TAXI CLNC—Pre taxi clearance.

VFR ADVSY SVC—VFR Advisory Service. Service provided by Non-Radar Approach Control.
Advisory Service for VFR aircraft (upon a workload basis) ctc APP CON.
COMD POST—Command Post followed by the operator call sign in parenthesis.
PMSV—Pilot–to–Metro Service call sign, frequency and hours of operation, when full service is other than continuous. PMSV installations at which weather observation service is available shall be indicated, following the frequency and/or hours of operation as ''Wx obsn svc 1900–0000Z‡'' or ''other times'' may be used when no specific time is given. PMSV facilities manned by forecasters are considered ''Full Service''. PMSV facilities manned by weather observers are listed as ''Limited Service''.
OPS—Operations followed by the operator call sign in parenthesis.
CON
RANGE
FLT FLW—Flight Following
MEDIVAC
NOTE: Communication frequencies followed by the letter ''X'' indicate frequency available on request.

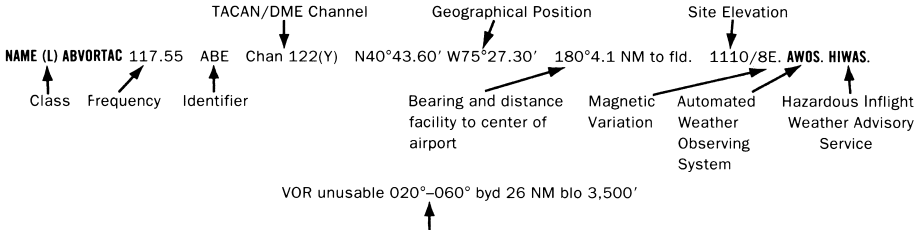
## ㉝ AIRSPACE

Information concerning Class B, C, and part–time D and E surface area airspace shall be published with effective times. Class D and E surface area airspace that is continuous as established by Rulemaking Docket will not be shown.
CLASS B—Radar Sequencing and Separation Service for all aircraft in CLASS B airspace.
CLASS C—Separation between IFR and VFR aircraft and sequencing of VFR arrivals to the primary airport.
TRSA—Radar Sequencing and Separation Service for participating VFR Aircraft within a Terminal Radar Service Area.
Class C, D, and E airspace described in this publication is that airspace usually consisting of a 5 NM radius core surface area that begins at the surface and extends upward to an altitude above the airport elevation (charted in MSL for Class C and Class D). Class E surface airspace normally extends from the surface up to but not including the overlying controlled airspace.
When part–time Class C or Class D airspace defaults to Class E, the core surface area becomes Class E. This will be formatted as:
**AIRSPACE: CLASS C** svc ''times'' ctc **APP CON** other times CLASS E:
or
**AIRSPACE: CLASS D** svc ''times'' other times CLASS E.
When a part–time Class C, Class D or Class E surface area defaults to Class G, the core surface area becomes Class G up to, but not including, the overlying controlled airspace. Normally, the overlying controlled airspace is Class E airspace beginning at either 700′ or 1200′ AGL. This will be formatted as:
**AIRSPACE: CLASS C** svc ''times'' ctc **APP CON** other times CLASS G, with CLASS E 700′ (or 1200′) AGL & abv:
or
**AIRSPACE: CLASS D** svc ''times'' other times CLASS G with CLASS E 700′ (or 1200′) AGL & abv:
or
**AIRSPACE: CLASS E** svc ''times'' other times CLASS G with CLASS E 700′ (or 1200′) AGL & abv.
**NOTE: AIRSPACE SVC "TIMES" INCLUDE ALL ASSOCIATED ARRIVAL EXTENSIONS.** Surface area arrival extensions for instrument approach procedures become part of the primary core surface area. These extensions may be either Class D or Class E airspace and are effective concurrent with the times of the primary core surface area. For example, when a part–time Class C, Class D or Class E surface area defaults to Class G, the associated arrival extensions will default to Class G at the same time. When a part–time Class C or Class D surface area defaults to Class E, the arrival extensions will remain in effect as Class E airspace.
**NOTE: CLASS E AIRSPACE EXTENDING UPWARD FROM 700 FEET OR MORE ABOVE THE SURFACE, DESIGNATED IN CONJUNCTION WITH AN AIRPORT WITH AN APPROVED INSTRUMENT PROCEDURE.**
Class E 700′ AGL (shown as magenta vignette on sectional charts) and 1200′ AGL (blue vignette) areas are designated when necessary to provide controlled airspace for transitioning to/from the terminal and enroute environments. Unless otherwise specified, these 700′/1200′ AGL Class E airspace areas remain in effect continuously, regardless of airport operating hours or surface area status. These transition areas should not be confused with surface areas or arrival extensions.
(See Chapter 3, AIRSPACE, in the Aeronautical Information Manual for further details)

## ㉞ RADIO AIDS TO NAVIGATION

The Airport/Facility Directory lists, by facility name, all Radio Aids to Navigation that appear on National Aeronautical Navigation Services Visual or IFR Aeronautical Charts and those upon which the FAA has approved an Instrument Approach Procedure, with exception of selected TACANs. Military TACAN information will be published for Military facilities contained in this publication. All VOR, VORTAC, TACAN, ILS and MLS equipment in the National Airspace System has an automatic monitoring and shutdown feature in the event of malfunction. Unmonitored, as used in this publication, for any navigational aid, means that monitoring personnel cannot observe the malfunction or shutdown signal. The NAVAID NOTAM file identifier will be shown as ''NOTAM FILE IAD'' and will be listed on the Radio Aids to Navigation line. When two or more NAVAIDS are listed and the NOTAM file identifier is different from that shown on the Radio Aids to Navigation line, it will be shown with the NAVAID listing. NOTAM file identifiers for ILSs and its components (e.g., NDB (LOM) are the same as the associated airports and are not repeated. Automated Surface Observing System (ASOS), Automated Weather Observing System (AWOS), and Hazardous Inflight Weather Advisory Service (HIWAS) will be shown when this service is broadcast over selected NAVAIDs.

NAVAID information is tabulated as indicated in the following sample:




Restriction within the normal altitude/range of the navigational aid (See primary alphabetical listing for restrictions on VORTAC and VOR/DME).

Note: Those DME channel numbers with a (Y) suffix require TACAN to be placed in the ''Y'' mode to receive distance information.

**HIWAS**—Hazardous Inflight Weather Advisory Service is a continuous broadcast of inflight weather advisories including summarized SIGMETs, convective SIGMETs, AIRMETs and urgent PIREPs. HIWAS is presently broadcast over selected VOR's throughout the U.S.

**ASR/PAR**—Indicates that Surveillance (ASR) or Precision (PAR) radar instrument approach minimums are published in the U.S. Terminal Procedures. Only part-time hours of operation will be shown.

**RADIO CLASS DESIGNATIONS**

VOR/DME/TACAN Standard Service Volume (SSV) Classifications

| SSV Class | Altitudes | Distance (NM) |
|---|---|---|
| (T) Terminal | 1000′ to 12,000′ | 25 |
| (L) Low Altitude | 1000′ to 18,000′ | 40 |
| (H) High Altitude | 1000′ to 14,500′ | 40 |
| | 14,500′ to 18,000′ | 100 |
| | 18,000′ to 45,000′ | 130 |
| | 45,000′ to 60,000′ | 100 |

NOTE: Additionally, (H) facilities provide (L) and (T) service volume and (L) facilities provide (T) service. Altitudes are with respect to the station's site elevation. Coverage is not available in a cone of airspace directly above the facility.

**CONTINUED ON NEXT PAGE**

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The term VOR is, operationally, a general term covering the VHF omnidirectional bearing type of facility without regard to the fact that the power, the frequency protected service volume, the equipment configuration, and operational requirements may vary between facilities at different locations.

| | |
|---|---|
| AB | Automatic Weather Broadcast. |
| DF | Direction Finding Service. |
| DME | UHF standard (TACAN compatible) distance measuring equipment. |
| DME(Y) | UHF standard (TACAN compatible) distance measuring equipment that require TACAN to be placed in the ''Y'' mode to receive DME. |
| GS | Glide slope. |
| H | Non-directional radio beacon (homing), power 50 watts to less than 2,000 watts (50 NM at all altitudes). |
| HH | Non-directional radio beacon (homing), power 2,000 watts or more (75 NM at all altitudes). |
| H-SAB | Non-directional radio beacons providing automatic transcribed weather service. |
| ILS | Instrument Landing System (voice, where available, on localizer channel). |
| IM | Inner marker. |
| ISMLS | Interim Standard Microwave Landing System. |
| LDA | Localizer Directional Aid. |
| LMM | Compass locator station when installed at middle marker site (15 NM at all altitudes). |
| LOM | Compass locator station when installed at outer marker site (15 NM at all altitudes). |
| MH | Non-directional radio beacon (homing) power less than 50 watts (25 NM at all altitudes). |
| MLS | Microwave Landing System. |
| MM | Middle marker. |
| OM | Outer marker. |
| S | Simultaneous range homing signal and/or voice. |
| SABH | Non-directional radio beacon not authorized for IFR or ATC. Provides automatic weather broadcasts. |
| SDF | Simplified Direction Facility. |
| TACAN | UHF navigational facility-omnidirectional course and distance information. |
| VOR | VHF navigational facility-omnidirectional course only. |
| VOR/DME | Collocated VOR navigational facility and UHF standard distance measuring equipment. |
| VORTAC | Collocated VOR and TACAN navigational facilities. |
| W | Without voice on radio facility frequency. |
| Z | VHF station location marker at a LF radio facility. |

## ILS FACILITY PEFORMANCE CLASSIFICATION CODES

Codes define the ability of an ILS to support autoland operations. The two portions of the code represent Official Category and farthest point along a Category I, II, or III approach that the Localizer meets Category III structure tolerances.

Official Category: I, II, or III; the lowest minima on published or unpublished procedures supported by the ILS.

Farthest point of satisfactory Category III Localizer performance for Category I, II, or III approaches: A – 4 NM prior to runway threshold, B – 3500 ft prior to runway threshold, C – glide angle dependent but generally 750–1000 ft prior to threshold, T – runway threshold, D – 3000 ft after runway threshold, and E – 2000 ft prior to stop end of runway.

ILS information is tabulated as indicated in the following sample:

**ILS/DME** 108.5 I–ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.

ILS Facility Performance Classification Code

## FREQUENCY PAIRING PLAN AND MLS CHANNELING

| MLS CHANNEL | VHF FREQUENCY | TACAN CHANNEL | MLS CHANNEL | VHF FREQUENCY | TACAN CHANNEL | MLS CHANNEL | VHF FREQUENCY | TACAN CHANNEL |
|---|---|---|---|---|---|---|---|---|
| 500 | 108.10 | 18X | 568 | 109.45 | 31Y | 636 | 114.15 | 88Y |
| 502 | 108.30 | 20X | 570 | 109.55 | 32Y | 638 | 114.25 | 89Y |
| 504 | 108.50 | 22X | 572 | 109.65 | 33Y | 640 | 114.35 | 90Y |
| 506 | 108.70 | 24X | 574 | 109.75 | 34Y | 642 | 114.45 | 91Y |
| 508 | 108.90 | 26X | 576 | 109.85 | 35Y | 644 | 114.55 | 92Y |
| 510 | 109.10 | 28X | 578 | 109.95 | 36Y | 646 | 114.65 | 93Y |
| 512 | 109.30 | 30X | 580 | 110.05 | 37Y | 648 | 114.75 | 94Y |
| 514 | 109.50 | 32X | 582 | 110.15 | 38Y | 650 | 114.85 | 95Y |
| 516 | 109.70 | 34X | 584 | 110.25 | 39Y | 652 | 114.95 | 96Y |
| 518 | 109.90 | 36X | 586 | 110.35 | 40Y | 654 | 115.05 | 97Y |
| 520 | 110.10 | 38X | 588 | 110.45 | 41Y | 656 | 115.15 | 98Y |
| 522 | 110.30 | 40X | 590 | 110.55 | 42Y | 658 | 115.25 | 99Y |
| 524 | 110.50 | 42X | 592 | 110.65 | 43Y | 660 | 115.35 | 100Y |
| 526 | 110.70 | 44X | 594 | 110.75 | 44Y | 662 | 115.45 | 101Y |
| 528 | 110.90 | 46X | 596 | 110.85 | 45Y | 664 | 115.55 | 102Y |
| 530 | 111.10 | 48X | 598 | 110.95 | 46Y | 666 | 115.65 | 103Y |
| 532 | 111.30 | 50X | 600 | 111.05 | 47Y | 668 | 115.75 | 104Y |
| 534 | 111.50 | 52X | 602 | 111.15 | 48Y | 670 | 115.85 | 105Y |
| 536 | 111.70 | 54X | 604 | 111.25 | 49Y | 672 | 115.95 | 106Y |
| 538 | 111.90 | 56X | 606 | 111.35 | 50Y | 674 | 116.05 | 107Y |
| 540 | 108.05 | 17Y | 608 | 111.45 | 51Y | 676 | 116.15 | 108Y |
| 542 | 108.15 | 18Y | 610 | 111.55 | 52Y | 678 | 116.25 | 109Y |
| 544 | 108.25 | 19Y | 612 | 111.65 | 53Y | 680 | 116.35 | 110Y |
| 546 | 108.35 | 20Y | 614 | 111.75 | 54Y | 682 | 116.45 | 111Y |
| 548 | 108.45 | 21Y | 616 | 111.85 | 55Y | 684 | 116.55 | 112Y |
| 550 | 108.55 | 22Y | 618 | 111.95 | 56Y | 686 | 116.65 | 113Y |
| 552 | 108.65 | 23Y | 620 | 113.35 | 80Y | 688 | 116.75 | 114Y |
| 554 | 108.75 | 24Y | 622 | 113.45 | 81Y | 690 | 116.85 | 115Y |
| 556 | 108.85 | 25Y | 624 | 113.55 | 82Y | 692 | 116.95 | 116Y |
| 558 | 108.95 | 26Y | 626 | 113.65 | 83Y | 694 | 117.05 | 117Y |
| 560 | 109.05 | 27Y | 628 | 113.75 | 84Y | 696 | 117.15 | 118Y |
| 562 | 109.15 | 28Y | 630 | 113.85 | 85Y | 698 | 117.25 | 119Y |
| 564 | 109.25 | 29Y | 632 | 113.95 | 86Y | | | |
| 566 | 109.35 | 30Y | 634 | 114.05 | 87Y | | | |

## FREQUENCY PAIRING PLAN AND MLS CHANNELING

The following is a list of paired VOR/ILS VHF frequencies with TACAN channels and MLS channels.

| TACAN CHANNEL | VHF FREQUENCY | MLS CHANNEL | TACAN CHANNEL | VHF FREQUENCY | MLS CHANNEL | TACAN CHANNEL | VHF FREQUENCY | MLS CHANNEL |
|---|---|---|---|---|---|---|---|---|
| 2X | 134.5 | - | 19Y | 108.25 | 544 | 25X | 108.80 | - |
| 2Y | 134.55 | - | 20X | 108.30 | 502 | 25Y | 108.85 | 556 |
| 11X | 135.4 | - | 20Y | 108.35 | 546 | 26X | 108.90 | 508 |
| 11Y | 135.45 | - | 21X | 108.40 | - | 26Y | 108.95 | 558 |
| 12X | 135.5 | - | 21Y | 108.45 | 548 | 27X | 109.00 | - |
| 12Y | 135.55 | - | 22X | 108.50 | 504 | 27Y | 109.05 | 560 |
| 17X | 108.00 | - | 22Y | 108.55 | 550 | 28X | 109.10 | 510 |
| 17Y | 108.05 | 540 | 23X | 108.60 | - | 28Y | 109.15 | 562 |
| 18X | 108.10 | 500 | 23Y | 108.65 | 552 | 29X | 109.20 | - |
| 18Y | 108.15 | 542 | 24X | 108.70 | 506 | 29Y | 109.25 | 564 |
| 19X | 108.20 | - | 24Y | 108.75 | 554 | 30X | 109.30 | 512 |

| TACAN CHANNEL | VHF FREQUENCY | MLS CHANNEL | TACAN CHANNEL | VHF FREQUENCY | MLS CHANNEL | TACAN CHANNEL | VHF FREQUENCY | MLS CHANNEL |
|---|---|---|---|---|---|---|---|---|
| 30Y | 109.35 | 566 | 63X | 133.60 | - | 95Y | 114.85 | 650 |
| 31X | 109.40 | - | 63Y | 133.65 | - | 96X | 114.90 | - |
| 31Y | 109.45 | 568 | 64X | 133.70 | - | 96Y | 114.95 | 652 |
| 32X | 109.50 | 514 | 64Y | 133.75 | - | 97X | 115.00 | - |
| 32Y | 109.55 | 570 | 65X | 133.80 | - | 97Y | 115.05 | 654 |
| 33X | 109.60 | - | 65Y | 133.85 | - | 98X | 115.10 | - |
| 33Y | 109.65 | 572 | 66X | 133.90 | - | 98Y | 115.15 | 656 |
| 34X | 109.70 | 516 | 66Y | 133.95 | - | 99X | 115.20 | - |
| 34Y | 109.75 | 574 | 67X | 134.00 | - | 99Y | 115.25 | 658 |
| 35X | 109.80 | - | 67Y | 134.05 | - | 100X | 115.30 | - |
| 35Y | 109.85 | 576 | 68X | 134.10 | - | 100Y | 115.35 | 660 |
| 36X | 109.90 | 518 | 68Y | 134.15 | - | 101X | 115.40 | - |
| 36Y | 109.95 | 578 | 69X | 134.20 | - | 101Y | 115.45 | 662 |
| 37X | 110.00 | - | 69Y | 134.25 | - | 102X | 115.50 | - |
| 37Y | 110.05 | 580 | 70X | 112.30 | - | 102Y | 115.55 | 664 |
| 38X | 110.10 | 520 | 70Y | 112.35 | - | 103X | 115.60 | - |
| 38Y | 110.15 | 582 | 71X | 112.40 | - | 103Y | 115.65 | 666 |
| 39X | 110.20 | - | 71Y | 112.45 | - | 104X | 115.70 | - |
| 39Y | 110.25 | 584 | 72X | 112.50 | - | 104Y | 115.75 | 668 |
| 40X | 110.30 | 522 | 72Y | 112.55 | - | 105X | 115.80 | - |
| 40Y | 110.35 | 586 | 73X | 112.60 | - | 105Y | 115.85 | 670 |
| 41X | 110.40 | - | 73Y | 112.65 | - | 106X | 115.90 | - |
| 41Y | 110.45 | 588 | 74X | 112.70 | - | 106Y | 115.95 | 672 |
| 42X | 110.50 | 524 | 74Y | 112.75 | - | 107X | 116.00 | - |
| 42Y | 110.55 | 590 | 75X | 112.80 | - | 107Y | 116.05 | 674 |
| 43X | 110.60 | - | 75Y | 112.85 | - | 108X | 116.10 | - |
| 43Y | 110.65 | 592 | 76X | 112.90 | - | 108Y | 116.15 | 676 |
| 44X | 110.70 | 526 | 76Y | 112.95 | - | 109X | 116.20 | - |
| 44Y | 110.75 | 594 | 77X | 113.00 | - | 109Y | 116.25 | 678 |
| 45X | 110.80 | - | 77Y | 113.05 | - | 110X | 116.30 | - |
| 45Y | 110.85 | 596 | 78X | 113.10 | - | 110Y | 116.35 | 680 |
| 46X | 110.90 | 528 | 78Y | 113.15 | - | 111X | 116.40 | - |
| 46Y | 110.95 | 598 | 79X | 113.20 | - | 111Y | 116.45 | 682 |
| 47X | 111.00 | - | 79Y | 113.25 | - | 112X | 116.50 | - |
| 47Y | 111.05 | 600 | 80X | 113.30 | - | 112Y | 116.55 | 684 |
| 48X | 111.10 | 530 | 80Y | 113.35 | 620 | 113X | 116.60 | - |
| 48Y | 111.15 | 602 | 81X | 113.40 | - | 113Y | 116.65 | 686 |
| 49X | 111.20 | - | 81Y | 113.45 | 622 | 114X | 116.70 | - |
| 49Y | 111.25 | 604 | 82X | 113.50 | - | 114Y | 116.75 | 688 |
| 50X | 111.30 | 532 | 82Y | 113.55 | 624 | 115X | 116.80 | - |
| 50Y | 111.35 | 606 | 83X | 113.60 | - | 115Y | 116.85 | 690 |
| 51X | 111.40 | - | 83Y | 113.65 | 626 | 116X | 116.90 | - |
| 51Y | 111.45 | 608 | 84X | 113.70 | - | 116Y | 116.95 | 692 |
| 52X | 111.50 | 534 | 84Y | 113.75 | 628 | 117X | 117.00 | - |
| 52Y | 111.55 | 610 | 85X | 113.80 | - | 117Y | 117.05 | 694 |
| 53X | 111.60 | - | 85Y | 113.85 | 630 | 118X | 117.10 | - |
| 53Y | 111.65 | 612 | 86X | 113.90 | - | 118Y | 117.15 | 696 |
| 54X | 111.70 | 536 | 86Y | 113.95 | 632 | 119X | 117.20 | - |
| 54Y | 111.75 | 614 | 87X | 114.00 | - | 119Y | 117.25 | 698 |
| 55X | 111.80 | - | 87Y | 114.05 | 634 | 120X | 117.30 | - |
| 55Y | 111.85 | 616 | 88X | 114.10 | - | 120Y | 117.35 | - |
| 56X | 111.90 | 538 | 88Y | 114.15 | 636 | 121X | 117.40 | - |
| 56Y | 111.95 | 618 | 89X | 114.20 | - | 121Y | 117.45 | - |
| 57X | 112.00 | - | 89Y | 114.25 | 638 | 122X | 117.50 | - |
| 57Y | 112.05 | - | 90X | 114.30 | - | 122Y | 117.55 | - |
| 58X | 112.10 | - | 90Y | 114.35 | 640 | 123X | 117.60 | - |
| 58Y | 112.15 | - | 91X | 114.40 | - | 123Y | 117.65 | - |
| 59X | 112.20 | - | 91Y | 114.45 | 642 | 124X | 117.70 | - |
| 59Y | 112.25 | - | 92X | 114.50 | - | 124Y | 117.75 | - |
| 60X | 133.30 | - | 92Y | 114.55 | 644 | 125X | 117.80 | - |
| 60Y | 133.35 | - | 93X | 114.60 | - | 125Y | 117.85 | - |
| 61X | 133.40 | - | 93Y | 114.65 | 646 | 126X | 117.90 | - |
| 61Y | 133.45 | - | 94X | 114.70 | - | 126Y | 117.95 | - |
| 62X | 133.50 | - | 94Y | 114.75 | 648 | | | |
| 62Y | 133.55 | - | 95X | 114.80 | - | | | |

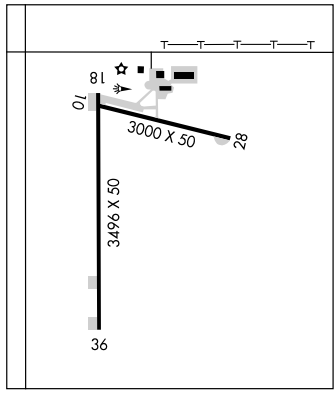
### (35) COMM/NAV/WEATHER REMARKS:

These remarks consist of pertinent information affecting the current status of communications, NAVAIDs and weather.

**ADAMS FLD** (See LITTLE ROCK)

**ALMND** N35°42.19′ W091°47.86′ NOTAM FILE BVX — MEMPHIS
**NDB (LOM)** 335 BV 078° 7.4 NM to Batesville Rgnl. — L–16G

**ALMYRA MUNI** (M73) 3 W UTC−6(−5DT) N34°24.74′ W91°27.98′ — MEMPHIS
211 B S2 **FUEL** 100LL NOTAM FILE JBR — L–18F
**RWY 18–36:** H3496X50 (ASPH) S–4 MIRL — IAP
**RWY 18:** Road.
**RWY 10–28:** H3000X50 (ASPH) S–4
**RWY 28:** Trees.
**AIRPORT REMARKS:** Unattended. For fuel call 870–830–1231.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**LITTLE ROCK APP/DEP CON** 119.85 **CLNC DEL** 119.85 (501) 379–2908
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PBF.
**PINE BLUFF (L) VORW/DME** 116.0 PBF Chan 107 N34°14.81′ W91°55.57′ 062° 24.9 NM to fld. 210/4E. **HIWAS.**




## ARKADELPHIA

**DEXTER B FLORENCE MEM FLD** (M89) 1 S UTC−6(−5DT) N34°05.99′ W93°03.97′ — MEMPHIS
182 B **FUEL** 100LL, JET A NOTAM FILE M89 — H–6I, L–17E
**RWY 04–22:** H5002X75 (ASPH) S–30 MIRL — IAP
**RWY 04:** PAPI(P2L)—GA 3.0° TCH 23′. Rgt tfc. **RWY 22:** PAPI(P2L)—GA 4.0° TCH 23′. Trees.
**AIRPORT REMARKS:** Attended 1400–2300Z‡. For arpt attendant after hours call 870–246–4545—fee charged. Fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 04–22—CTAF.
**WEATHER DATA SOURCES:** ASOS 118.175 (870)403–0945.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **MEMPHIS CENTER APP/DEP CON** 128.475
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ELD.
**EL DORADO (H) VORTACW** 115.5 ELD Chan 102 N33°15.37′ W92°44.64′ 335° 53.0 NM to fld. 230/7E.
**ARKADELPHIA NDB (MHW)** 275 ADF N34°03.34′ W93°06.31′ 034° 3.3 NM to fld. NOTAM FILE JBR.

**ARKADELPHIA** N34°03.34′ W093°06.31′ NOTAM FILE JBR. — MEMPHIS
**NDB (MHW)** 275 ADF 034° 3.3 NM to Dexter B Florence Mem Fld. — L–17E

**ARKANSAS INTL** (See BLYTHEVILLE)

## ASH FLAT

**SHARP COUNTY RGNL** (CVK) 3 NE UTC−6(−5DT) N36°15.89′ W91°33.76′ — KANSAS CITY, H–6J, L–16G, IAP

716 B S4 **FUEL** 100LL, JET A NOTAM FILE JBR

**RWY 04–22:** H5156X75 (ASPH) S–12.5 MIRL 0.9% up NE

**RWY 04:** Trees. **RWY 22:** Thld dsplcd 150′. Hill.

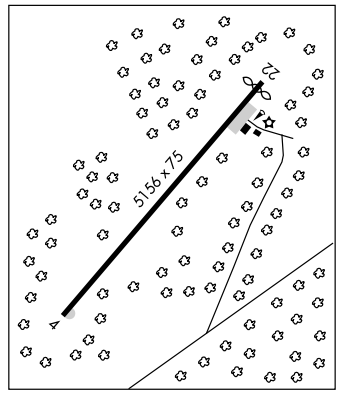
**AIRPORT REMARKS:** Unattended. Self service fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 04–22—CTAF.

**COMMUNICATIONS: CTAF/UNICOM** 122.7

Ⓡ **MEMPHIS CENTER APP/DEP CON** 120.075

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ARG.

**WALNUT RIDGE (H) VORTAC** 114.5 ARG Chan 92 N36°06.60′ W90°57.22′ 284° 31.0 NM to fld. 260/4E. **HIWAS.**




## AUGUSTA

**WOODRUFF CO** (M6Ø) 4 E UTC−6(−5DT) N35°16.31′ W91°16.18′ — MEMPHIS, L–16G

200 B NOTAM FILE JBR

**RWY 09–27:** H3797X75 (ASPH) MIRL

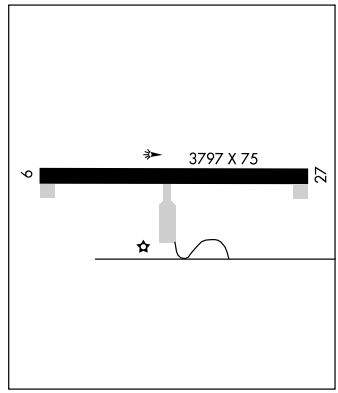
**RWY 09:** Road. **RWY 27:** Trees.

**AIRPORT REMARKS:** Unattended. Deer on and invof arpt.

**COMMUNICATIONS: CTAF** 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ARG.

**WALNUT RIDGE (H) VORTAC** 114.5 ARG Chan 92 N36°06.60′ W90°57.22′ 193° 52.5 NM to fld. 260/4E. **HIWAS.**




**BAKKY** N36°11.46′ W93°09.61′ NOTAM FILE HRO. — KANSAS CITY

**NDB (LOM)** 395 HR 360° 4.2 NM to Boone Co. Unmonitored.

**BALD KNOB MUNI** (M74) 0 SE UTC−6(−5DT) N35°17.97′ W91°33.46′ — MEMPHIS

212 B NOTAM FILE JBR

**RWY 09–27:** H2228X50 (ASPH) MIRL

**RWY 09:** Thld dsplcd 246′. Tree. **RWY 27:** Thld dsplcd 146′. Road.

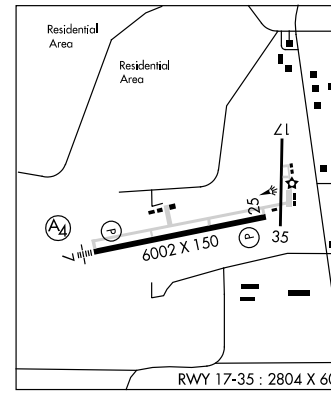
**RWY 04–22:** 1850X100 (TURF)

**RWY 04:** Road. **RWY 22:** Road.

**AIRPORT REMARKS:** Unattended. Remote ctl acft flying on and invof arpt. ACTIVATE MIRL Rwy 09–27—CTAF.

**COMMUNICATIONS: CTAF** 122.9

**BATESVILLE RGNL** (BVX) 3 S UTC−6(−5DT) N35°43.57′ W91°38.85′ **MEMPHIS**
465 B S4 **FUEL** 100LL, JET A TPA—1250(785) NOTAM FILE BVX **H–6J, L–16G**
**RWY 07–25:** H6002X150 (ASPH) S–35, D–50, DT–80 MIRL **IAP**
**RWY 07:** MALS. PAPI(P2L)—GA 3.0° TCH 40′.
**RWY 25:** PAPI(P2L)—GA 3.0° TCH 40′. Tree.
**RWY 17–35:** H2804X60 (ASPH) S–8
**RWY 17:** Sign. **RWY 35:** Road.
**AIRPORT REMARKS:** Attended Mon–Fri 1330–2330Z‡, Sat–Sun 1400–2300Z‡. 100LL fuel avbl with credit card. For Service other hours call 870–251–2326 or 870–793–6669 fee charged. ACTIVATE MIRL Rwy 07–25—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 126.375 (870) 251–1369. Ceiling unreliable.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RCO** 122.25 (JONESBORO RADIO)
Ⓡ **MEMPHIS CENTER APP/DEP CON** 126.85
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ARG.
**WALNUT RIDGE (H) VORTAC** 114.5 ARG Chan 92 N36°06.60′ W90°57.22′ 232° 40.9 NM to fld. 260/4E. **HIWAS.**
**ALMND NDB (LOM)** 335 BV N35°42.19′ W091°47.86′ 078° 7.4 NM to fld.
**LOC/DME** 109.7 I–BVX Chan 34 Rwy 07.
LOM ALMND NDB. LOC/DME unmonitored indef.

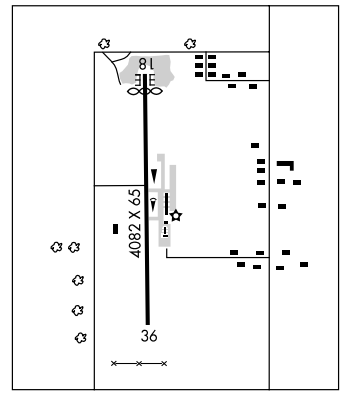



**BEARCE** (See MOUNT IDA)

## BENTON

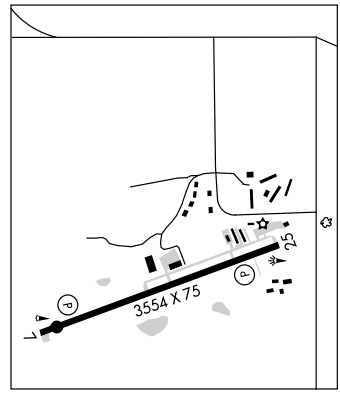
**SALINE CO RGNL** (SUZ) 5 E UTC−6(−5DT) N34°35.42′ W92°28.77′ **MEMPHIS**
390 B **FUEL** 100LL, JET A NOTAM FILE JBR **H–6I, L–14E**
**RWY 02–20:** H5001X100 (ASPH) S–54, D–65, DT–111 MIRL **IAP**
**RWY 02:** REIL. PAPI(P4L)—GA 3.0° TCH 39′. Rgt tfc. **RWY 20:** REIL. PAPI(P4L)—GA 3.0° TCH 34′. Tree.
**AIRPORT REMARKS:** Attended Mon–Fri 1400–2230Z‡. For svc after hrs call 501–425–1215. Fuel avbl 24 hrs self serve with credit card. ACTIVATE MIRL Rwy 02–20, REIL Rwy 02 and Rwy 20—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**LITTLE ROCK APP/DEP CON** 119.5
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LIT.
**LITTLE ROCK (H) VORTACW** 113.9 LIT Chan 86 N34°40.66′ W92°10.83′ 246° 15.7 NM to fld. 240/5E.
**LOC/DME** 111.95 I–SUZ Chan 56(Y) Rwy 02.

**BENTONVILLE MUNI/LOUISE M THADEN FLD** (VBT) 2 S UTC−6(−5DT) **KANSAS CITY**
N36°20.74′ W94°13.16′ **L–16F**
1296 B S4 **FUEL** 100LL, JET A 0X 3 NOTAM FILE VBT **IAP**
**RWY 18–36:** H4082X65 (ASPH) S–12.5, D–21.5 MIRL
**RWY 18:** REIL. Thld dsplcd 227′. Road. **RWY 36:** REIL. Tree.
**AIRPORT REMARKS:** Attended 1400–2300Z‡. For svc after hours call 479–586–5540. 100LL avbl 24 hrs self service with credit card. ACTIVATE MIRL Rwy 18–36—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 134.975 (479) 273–9198.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **RAZORBACK APP/DEP CON** 121.0 (1130–0500Z‡) **CLNC DEL** 121.05
**MEMPHIS CENTER APP/DEP CON** 126.1 (0500–1130Z‡)
**AIRSPACE: CLASS E** svc 1130–0500Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.
**RAZORBACK (H)VORTACW** 116.4 RZC Chan 111 N36°14.79′ W94°07.28′ 317° 7.6 NM to fld. 1331/4E.



## BERRYVILLE

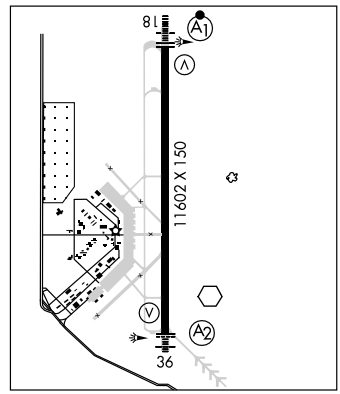
**CARROLL CO** (4M1) 3 W UTC−6(−5DT) N36°22.88′ W93°37.47′ **KANSAS CITY**
1205 B S4 **FUEL** 100LL NOTAM FILE JBR **L–16F**
**RWY 07–25:** H3554X75 (ASPH) S–12 MIRL
**RWY 07:** PAPI(P2L)—GA 3.0° TCH 23′. Trees.
**RWY 25:** PAPI(P2L)—GA 4.0° TCH 30′. Trees.
**AIRPORT REMARKS:** Attended Mon–Fri 1400–2200Z‡. Fuel avbl 24 hrs self service with credit card. Ultralight activity on and invof arpt. Deer on and invof arpt. No line of sight btn rwy ends. For rotg bcn call 870–423–2668. ACTIVATE MIRL Rwy 07–25—CTAF.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.
**RAZORBACK (H) VORTACW** 116.4 RZC Chan 111 N36°14.79′ W94°07.28′ 067° 25.4 NM to fld. 1331/4E.



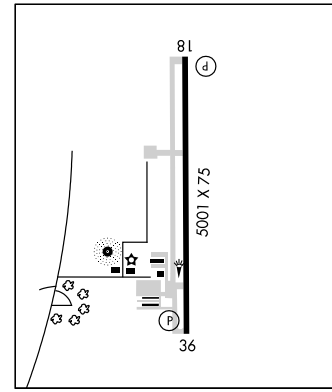

**BILLY FREE MUNI** (See DUMAS)

## BLYTHEVILLE

**ARKANSAS INTL** (BYH) 3 NW UTC−6(−5DT) N35°57.86′ W89°56.64′ **MEMPHIS**
254 B S5 **FUEL** 100LL, JET A NOTAM FILE BYH **H–6J, L–16H**
**RWY 18–36:** H11602X150 (CONC) S–155, D–235, DT–455 HIRL (NSTD) **IAP**
**RWY 18:** ALSF1. VASI(V4L)—GA 3.0° TCH 54′.
**RWY 36:** SALS. VASI(V4L)—GA 3.0° TCH 51′.
**AIRPORT REMARKS:** Attended Mon–Fri 1400–2300Z‡. Arpt unattended holidays. For svc after hrs call 870–780–6455, no fee charged. Rwy 18 ALSF1 OTS indef. Rwy 36 SALS OTS indef. Rwy 18–36 NSTD HIRL located 85′ from rwy edge and NSTD distance from centerline. Depth perception problems may exist during periods of darkness. ACTIVATE HIRL Rwy 18–36—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**MEMPHIS CENTER APP/DEP CON** 134.65
**RADIO AIDS TO NAVIGATION:** NOTAM FILR DYR.
**DYERSBURG (L) VORTACW** 116.8 DYR Chan 115 N36°01.11′ W89°19.06′ 261° 30.7 NM to fld. 380/3E. **HIWAS.**
**GOSNELL (L) VORW** 111.8 GOJ N35°57.06′ W89°56.47′ at fld. NOTAM FILE BYH.
**ILS/DME** 110.3 I–BYH Chan 40 Rwy 18.



**BLYTHEVILLE MUNI** (HKA) 3 E UTC−6(−5DT) N35°56.42′ W89°49.85′ **MEMPHIS**
255 B S4 **FUEL** 100LL NOTAM FILE HKA **H–6J, L–16H**
**RWY 18–36:** H5001X75 (ASPH) S–15 MIRL **IAP**
**RWY 18:** PAPI(P4L)—GA 3.0° TCH 48′.
**RWY 36:** PAPI(P4L)—GA 3.0° TCH 48′. Brush.
**AIRPORT REMARKS:** Attended 1330–2330Z‡. For arpt attendant after hours call 870–740–0798. Numerous agricultural acft ops from Feb–Nov 250′ AGL and below, right and left TPA. ACTIVATE MIRL Rwy 18–36—CTAF. PAPI Rwy 18 and Rwy 36 opr continuously.
**WEATHER DATA SOURCES:** ASOS 135.025 (870) 763–8206.
**COMMUNICATIONS: CTAF/UNICOM** 123.05
**MEMPHIS CENTER APP/DEP CON** 134.65
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DYR.
**DYERSBURG (L) VORTACW** 116.8 DYR Chan 115 N36°01.11′ W89°19.06′ 257° 25.4 NM to fld. 380/3E. **HIWAS.**
**HICKS NDB (MHW)** 350 IUI N35°56.27′ W89°50.03′ at fld. NOTAM FILE HKA.

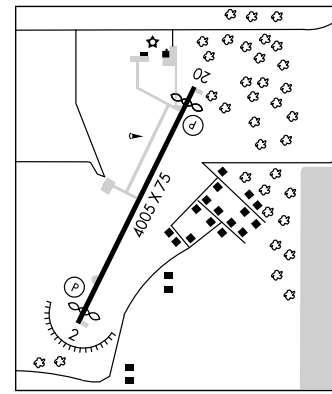



**BOONE CO** (See HARRISON)

**BOONEVILLE MUNI** (4M2) 3 E UTC−6(−5DT) N35°08.97′ W93°51.73′ **MEMPHIS**
465 B S4 **FUEL** 100LL NOTAM FILE JBR **L–17E**
**RWY 09–27:** H3254X50 (ASPH) MIRL
**RWY 09:** PAPI(P2L)—GA 4.0° TCH 28′. Trees. **RWY 27:** PAPI(P2L)—GA 4.0° TCH 28′. Trees.
**AIRPORT REMARKS:** Attended Mon–Thu 1300–2300Z‡. Self–serve fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 09–27 and PAPI Rwy 09 and Rwy 27—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FSM.
**FORT SMITH (L) VORTACW** 110.4 FSM Chan 41 N35°23.31′ W94°16.29′ 118° 24.7 NM to fld. 430/7E. **HIWAS.**

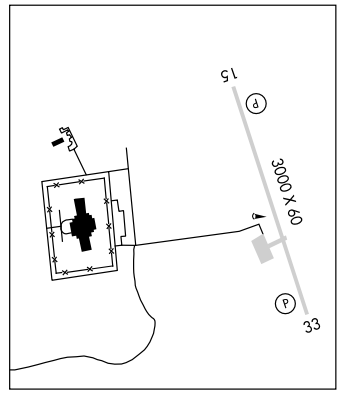
## BRINKLEY

**FRANK FEDERER MEM** (M36) 0 SE UTC−6(−5DT) N34°52.82′ W91°10.59′ **MEMPHIS**
194 B S4 **FUEL** 100LL, JET A TPA—1194(1000) NOTAM FILE JBR **L–18F**
**RWY 02–20:** H4005X75 (ASPH) S–12 MIRL **IAP**
**RWY 02:** PAPI(P2L)—GA 3.0° TCH 45′. Thld dsplcd 250′. Tree. Rgt tfc.
**RWY 20:** PAPI(P2L)—GA 3.0° TCH 45′. Thld dsplcd 150′. Trees.
**AIRPORT REMARKS:** Attended Mar–Sep 1400–2300Z‡, Oct–Feb Mon–Fri 1400–2300Z‡. PAEW adjacent Rwy 02–20. Numerous agricultural acft ops from Feb–Nov 500′ AGL and below. Water tank NW. PAPI Rwy 02 and Rwy 20 OTS indef. ACTIVATE MIRL Rwy 02–20—122.8.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **MEMPHIS CENTER APP/DEP CON** 135.3
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.
**GILMORE (L) VORW/DME** 113.0 GQE Chan 77 N35°20.82′ W90°28.69′ 227° 44.3 NM to fld. 211/4E.



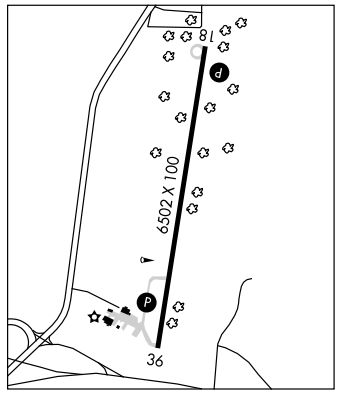
**CALICO ROCK-IZARD CO** (37T) 3 NW UTC–6(–5DT) N36°09.87′ W92°08.67′ **MEMPHIS**
733 NOTAM FILE JBR **L–16G**

**RWY 15–33:** H3000X60 (ASPH) S–12.5 MIRL
**RWY 15:** REIL. PAPI(P2L)—GA 4.0° TCH 29′.
**RWY 33:** REIL. PAPI(P2L)—GA 4.0° TCH 29′. Trees.
**AIRPORT REMARKS:** Unattended. Rwy 33 REIL OTS indef. ACTIVATE MIRL RWY 15–33—CTAF.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FLP.
**FLIPPIN (L) VORW/DME** 112.8 FLP Chan 75
N36°17.98′W92°27.50′ 115° 17.3 NM to fld. 780/3E.

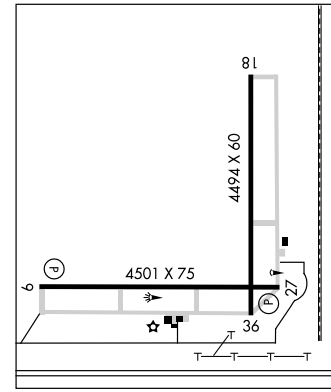



## CAMDEN

**HARRELL FLD** (CDH) 5 NE UTC−6(−5DT) N33°37.37′ W92°45.80′ **MEMPHIS**
130 B S4 **FUEL** 100LL, JET A OX 3 NOTAM FILE JBR **H–6I, L–17E**
**RWY 18–36:** H6502X100 (ASPH) S–86, D–112, DT–180 MIRL **IAP**
**RWY 18:** REIL. PAPI(P2L)–G.A. 3.0° TCH 25′. Trees.
**RWY 36:** REIL. PAPI(P2L)–G.A. 3.0° TCH 25′. Trees.
**AIRPORT REMARKS:** Attended 1400Z‡–dusk. For svc after hours call 870–864–6772 or 870–866–4293. Fuel avbl self serve after hrs with credit card. Ultralight activity on and invof arpt. Deer on and in vicinity of arpt. ACTIVATE MIRL Rwy 18–36, PAPI Rwys 18 and 36 and REIL Rwys 18 and 36—CTAF. NOTE: See Special Notice–Controlled Firing.
**WEATHER DATA SOURCES:** AWOS–3 125.2 (870) 574–1011.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **FORT WORTH CENTER APP/DEP CON:** 128.2
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ELD.
**EL DORADO (H) VORTACW** 115.5 ELD Chan 102 N33°15.37′
W92°44.64′ 350° 22.0 NM to fld. 230/7E.



**CARLISLE MUNI** (4M3) 2 NE UTC−6(−5DT) N34°48.49′ W91°42.73′ **MEMPHIS**
241 B S4 **FUEL** 100LL NOTAM FILE JBR **L–18F**
**RWY 09–27:** H4501X75 (ASPH) S–17 MIRL **IAP**
**RWY 09:** PAPI(P2L)—GA 3.0° TCH 47′.
**RWY 27:** PAPI(P2L)—GA 3.0° TCH 47′. Berm.
**RWY 18–36:** H4494X60 (ASPH) S–17
**RWY 18:** Brush. **RWY 36:** Pole.
**AIRPORT REMARKS:** Attended daylight hours. Self serve fuel avbl 24 hrs with credit card. Rwy 18–36 has standing water first 2000′ on south end of rwy after rain. Numerous agriculture operations year round. ACTIVATE MIRL Rwy 09–27—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **LITTLE ROCK APP/DEP CON** 135.4 **CLNC DEL** 135.4 (501) 379–2908
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LIT.
**LITTLE ROCK (H) VORTACW** 113.9 LIT Chan 86 N34°40.66′ W92°10.83′ 066° 24.5 NM to fld. 240/5E.

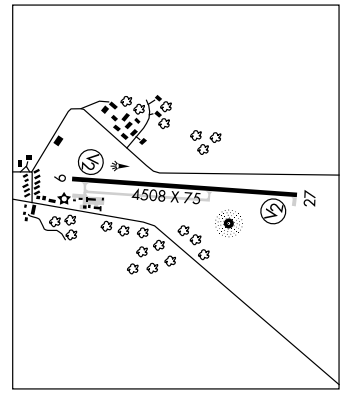



**CARROLL CO** (See BERRYVILLE)

**CERCY** N35°07.35′ W91°45.70′ NOTAM FILE SRC
**NDB (MHW)** 375 DS 011° 5.4 NM to Searcy Muni.

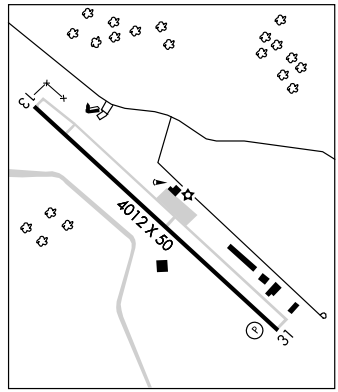
**CLARENDON MUNI** (4M8) 5 SW UTC−6(−5DT) N34°38.88′ W91°23.67′ **MEMPHIS**
217 B S2 NOTAM FILE JBR
**RWY 18–36:** H2420X30 (ASPH) S–4 MIRL
**RWY 18:** Thld dsplcd 200′. Road.
**AIRPORT REMARKS:** Attended Mon–Fri 1400–2300Z‡. Rwy 18–36 agriculture acft use turf 2400′ by 100′ area E side of paved rwy, soft when wet. ACTIVATE MIRL Rwy 18–36—123.8.
**COMMUNICATIONS: CTAF/UNICOM** 122.8

**CLARKSVILLE MUNI** (H35) 3 E UTC−6(−5DT) N35°28.24′ W93°25.63′ **MEMPHIS**
481 B S4 **FUEL** 100LL, JET A TPA—1448(967) NOTAM FILE JBR **L–16F**
**RWY 09–27:** H4508X75 (ASPH) S–19 MIRL 0.7% up E **IAP**
**RWY 09:** PVASI(PSIL)—GA 4.0° TCH 41′. Trees.
**RWY 27:** PVASI(PSIL)—GA 4.0° TCH 34′. Tree.
**AIRPORT REMARKS:** Attended daylight hours. For fuel after hrs call 479–885–2646. Fuel avbl 24 hrs with credit card.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **MEMPHIS CENTER APP/DEP CON** 128.475
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FSM.
**FORT SMITH (L) VORTACW** 110.4 FSM Chan 41 N35°23.31′ W94°16.29′ 076° 41.7 NM to fld. 430/7E. **HIWAS.**
**NDB (MHW)** 201 CZE N35°28.16′ W93°25.41′ at fld. NOTAM FILE JBR. Unmonitored 2300–1400Z‡.



## CLINTON

**CLINTON MUNI** (CCA) 1 NE UTC−6(−5DT) N35°35.87′ W92°27.10′ MEMPHIS
514 B S2 **FUEL** 100LL NOTAM FILE CCA L–16G
**RWY 13–31:** H4012X50 (ASPH) MIRL
**RWY 13:** Trees.
**RWY 31:** REIL. PAPI(P2L)—GA 4.0° TCH 69′. Trees.
**AIRPORT REMARKS:** Attended 1400–2300Z‡. 24 hr self svc fuel avbl with credit card. Deer on and invof arpt. Use extreme care rapidly rising terrain 3 miles SW thru NE. Use extreme care rapidly rising terrain 3 miles NW of arpt. ACTIVATE MIRL Rwy 13–31—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 118.725 (501) 745–5000.
**COMMUNICATIONS: CTAF** 122.7
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LIT.
**LITTLE ROCK (H) VORTACW** 113.9 LIT Chan 86 N34°40.66′ W92°10.83′ 341° 56.7 NM to fld. 240/5E.



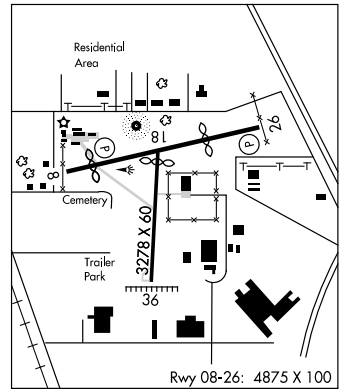

**HOLLEY MOUNTAIN AIRPARK** (2A2) 5 NE UTC−6(−5DT) N35°39.04′ W92°24.23′ MEMPHIS
1269 B NOTAM FILE JBR L–16G
**RWY 05–23:** H4795X50 (ASPH) MIRL IAP
**RWY 05:** REIL. VASI(V2L)—GA 3.5° TCH 31′. Trees. Thld dsplcd 398′.
**RWY 23:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Rgt tfc.
**AIRPORT REMARKS:** Attended Mon–Fri 1400–2300Z‡. Deer on and invof rwy. Unmanned acft 400′ AGL/blo 1 NM radius dalgt. Rwy 05 VASI unusable byd 5° left of course. ACTIVATE MIRL Rwy 05–23 and REIL Rwys 05 and 23—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**MEMPHIS CENTER APP/DEP CON** 126.85
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LIT.
**LITTLE ROCK (H) VORTACW** 113.9 LIT Chan 86 N34°40.66′ W92°10.83′ 344° 59.3 NM to fld. 240/5E.
**HELIPAD H1:** H40X40 (CONC)
**HELIPORT REMARKS:** Rwy H1 ingress to northwest, egress to southeast. Helipad H1 perimeter lgts.

**CONWAY** N35°05.04′ W92°25.61′. NOTAM FILE JBR. MEMPHIS
**NDB (MHW)** 302 CWS at Dennis F Cantrell Fld. L–18F

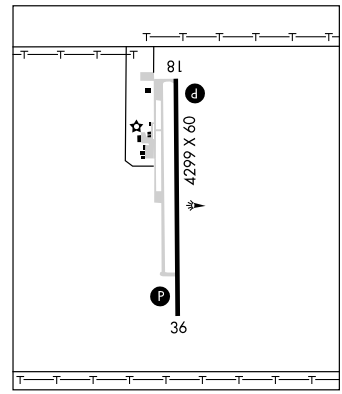
## CONWAY

**ARKAVALLEY** (12A) 7 SW UTC−6(−5DT) N35°10.65′ W092°20.10′ MEMPHIS
329 NOTAM FILE JBR L–16G
**RWY 18–36:** H3133X40 (ASPH) MIRL
**RWY 18:** Ridge.
**AIRPORT REMARKS:** Unattended. Rising terrain north end. ACTIVATE MIRL Rwy 18–36—122.8.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.
**LITTLE ROCK (H) VORTACW** 113.9 LIT Chan 86 N34°40.66′ W92°10.83′ 341° 31.0 NM to fld. 240/5E.

**DENNIS F CANTRELL FLD** (CWS) 1 SE UTC−6(−5DT) N35°04.85′ W92°25.50′ **MEMPHIS**
316 B S2 **FUEL** 100LL, JET A NOTAM FILE JBR **L–18F**
**RWY 08–26:** H4875X100 (ASPH) S–12 MIRL 0.3% up SW **IAP**
**RWY 08:** PAPI(P2L)—GA 3.0° TCH 86′. Thld dsplcd 831′. Trees.
**RWY 26:** PAPI(P2L)—GA 3.0° TCH 109′. Thld dsplcd 1643′. Road.
**RWY 18–36:** H3278X60 (ASPH) S–12 MIRL 0.3% up S
**RWY 18:** Thld dsplcd 155′. Trees. **RWY 36:** Building.
**AIRPORT REMARKS:** Attended daylight hours. For svc after hours call 501–269–4559, fee charged. Rwy 08 and Rwy 26 thlds dsplcd ngts only. 5′ drop off 100′ south of Rwy 36. Numerous agricultural ops Feb–Nov. ACTIVATE MIRL Rwy 08–26—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8 MIRL Rwy
Ⓡ **LITTLE ROCK APP/DEP CON** 119.5 **CLNC DEL** 121.2 (501) 379–2908
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LIT.
**LITTLE ROCK (H) VORTACW** 113.9 LIT Chan 86 N34°40.66′ W92°10.83′ 329° 27 NM to fld. 240/5E.
**CONWAY NDB (MHW)** 302 CWS N35°05.04′ W92°25.61′ at fld. NOTAM FILE JBR.

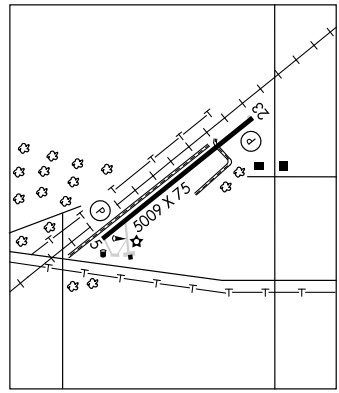



**CORNING MUNI** (4M9) 3 W UTC−6(−5DT) N36°24.25′ W90°38.88′ **ST LOUIS**
293 B S4 NOTAM FILE JBR **L–16H**
**RWY 18–36:** H4299X60 (ASPH) S–12.5 MIRL **IAP**
**RWY 18:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Antenna.
**RWY 36:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Road.
**AIRPORT REMARKS:** Attended 1300–0100Z‡. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 18–36 REIL, Rwy 18 and Rwy 36, PAPI Rwy 18 and Rwy 36 and taxiway lgts—CTAF.
**WEATHER DATA SOURCES:** ASOS–3 118.325 (870–857–9702).
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**MEMPHIS CENTER APP/DEP CON** 120.075
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ARG.
**WALNUT RIDGE (H) VORTAC** 114.5 ARG Chan 92 N36°06.60′ W90°57.22′ 036° 23.0 NM to fld. 260/4E. **HIWAS.**



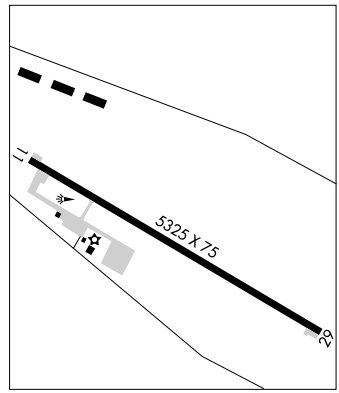
## CROSSETT

**Z M JACK STELL FLD** (CRT) 5 NE UTC−6(−5DT) N33°10.70′ W91°52.81′ **MEMPHIS**
184 B **FUEL** 100LL, JET A NOTAM FILE JBR **H–6J, L–18F**
**RWY 05–23:** H5009X75 (ASPH) S–19 MIRL **IAP**
**RWY 05:** PAPI(P2L)—GA 3.25° TCH 42′. Trees.
**RWY 23:** PAPI(P2L)—GA 3.25° TCH 42′.
**AIRPORT REMARKS:** Attended Mon–Fri 1400–2300Z‡. Self serve fuel avbl 24 hrs with credit card.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**MEMPHIS CENTER APP/DEP CON** 135.875
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.
**MONTICELLO (L) VOR/DME** 111.6 MON Chan 53 N33°33.72′ W91°42.94′ 196° 24.4 NM to fld. 280/4E.




## CRYSTAL LAKE (See DECATUR)

**DANVILLE MUNI** (32A) 3 NW UTC−6(−5DT) N35°05.22′ W93°25.65′ **MEMPHIS**
387 B **FUEL** 100LL NOTAM FILE JBR **H–6I, L–17E**
**RWY 11–29:** H5325X75 (ASPH) S–12.5 MIRL
**RWY 11:** Brush. **RWY 29:** Tree.
**AIRPORT REMARKS:** Unattended. For svc call Yell County sheriff 501–495–2811. Self–serve fuel avbl 24 hrs. Pay phone available. ACTIVATE MIRL Rwy 11–29—CTAF.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE HOT.
**HOT SPRINGS (L) VOR/DME** 110.0 HOT Chan 37 N34°28.72′ W93°05.44′ 332° 40.1 NM to fld. 528/4E. **HIWAS.**



## DECATUR

**CRYSTAL LAKE** (5M5) 2 NE UTC−6(−5DT) N36°20.61′ W94°26.69′ — KANSAS CITY L–16F
1180 **FUEL** JET A NOTAM FILE JBR — IAP
**RWY 13–31:** H3865X75 (ASPH) S–10 LIRL 0.7% up SE
**RWY 13:** VASI(V2L)—GA 3.5° TCH 20′. Trees.
**RWY 31:** VASI(V2L)—GA 3.5° TCH 20′. Tree.
**AIRPORT REMARKS:** Unattended. Deer on & invof arpt. Rwy 13–31 NSTD thld markings due to size. Be alert for +176′ tower approximately 1300′ North of Rwy 13. Rwy 13–31 unmarked.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **RAZORBACK APP/DEP CON** 121.0 (1130–0500Z‡)
**CLNC DEL** 121.725
**MEMPHIS CENTER APP/DEP CON** 126.1 (0500–1130Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.
**RAZORBACK (H) VORTACW** 116.4 RZC Chan 111 N36°14.79′ W94°07.28′ 286° 16.7 NM to fld. 1331/4E.

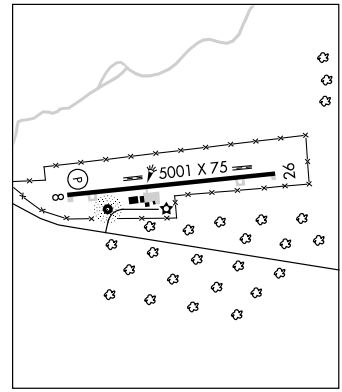



**DENNIS F CANTRELL FLD** (See CONWAY)

**DE QUEEN** N34°02.75′ W94°24.19′ NOTAM FILE DEQ. — MEMPHIS L–17D
**NDB (MHW)** 281 DEQ at J Lynn Helms Sevier Co. Unmonitored.

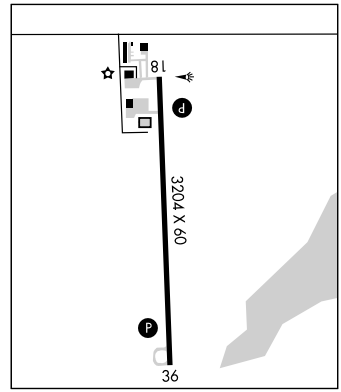
## DE QUEEN

**J LYNN HELMS SEVIER CO** (DEQ) 3 W UTC−6(−5DT) N34°02.82′ W94°23.96′ — MEMPHIS H–6I, L–17D
355 B S2 **FUEL** 100LL, JET A NOTAM FILE DEQ — IAP
**RWY 08–26:** H5001X75 (ASPH) S–27 MIRL
**RWY 08:** REIL. PAPI(P2L)—GA 3.0° TCH 62′. Brush.
**RWY 26:** Brush.
**AIRPORT REMARKS:** Unattended. Fuel avbl 24 hr self serve with major credit card. ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08—CTAF
**WEATHER DATA SOURCES:** ASOS 134.075 (870) 642–7829.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **FORT WORTH CENTER APP/DEP CON** 123.925
**RADIO AIDS TO NAVIGATION:** NOTAM FILE TXK.
**TEXARKANA (H) VORTACW** 116.3 TXK Chan 110 N33°30.83′ W94°04.40′ 326° 35.9 NM to fld. 270/7E. **HIWAS.**
**DE QUEEN NDB (MHW)** 281 DEQ N34°02.75′ W94°24.19′ at fld. NOTAM FILE DEQ. Unmonitored.




**DERMOTT MUNI** (4M5) 3 SW UTC−6(−5DT) N33°29.28′ W91°26.56′ — MEMPHIS
135 B NOTAM FILE JBR
**RWY 01–19:** H2980X50 (ASPH)
**AIRPORT REMARKS:** Attended Mon–Sat, Mar–Oct 1300–0000Z‡. Rwy 01–19 ravelled pavement north 1/3 of rwy. Rotating bcn OTS indef.
**COMMUNICATIONS: CTAF** 122.9

**DE WITT MUNI** (5M1) 3 SE UTC−6(−5DT) N34°15.74′ W91°18.45′ **MEMPHIS**
190 B **FUEL** 100LL NOTAM FILE JBR **L–18F**
**RWY 18–36:** H3204X60 (ASPH) S–12 MIRL
**RWY 18:** REIL. PAPI (P2L)–GA 3.0° TCH 40′. Road.
**RWY 36:** PAPI (P2L)–GA 3.0° TCH 40′.
**AIRPORT REMARKS:** Attended Mon–Fri 1300–2300Z‡, Sat 1300–1800Z‡. For fuel ngts & Sunday call 870–946–2307/3072. Arpt bcn OTS indef. Pavement lip west side of rwy between twys to north and south ramp drops off approximately 18 inches. ACTIVATE MIRL Rwy 18–36, PAPI Rwys 18 and 36—CTAF.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PBF.
**PINE BLUFF (L) VORW/DME** 116.0 PBF Chan 107 N34°14.81′ W91°55.57′ 084° 30.8 NM to fld. 210/4E. **HIWAS.**

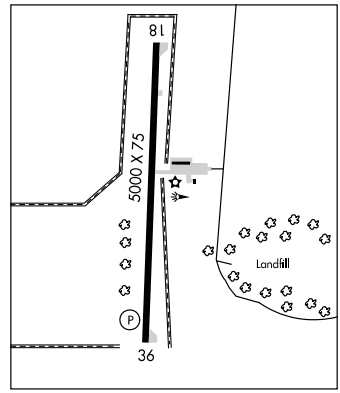



**DEXTER B FLORENCE MEM FLD** (See ARKADELPHIA)

**DRAKE FLD** (See FAYETTEVILLE)

## DUMAS

**BILLY FREE MUNI** (ØMØ) 2 W UTC−6(−5DT) N33°53.09′ W91°32.07′ **MEMPHIS**
163 B S4 **FUEL** 100LL, JET A NOTAM FILE JBR **H–6J, L–18F**
**RWY 18–36:** H5000X75 (ASPH) S–15 MIRL **IAP**
**RWY 36:** PAPI(P2L)—GA 3.0° TCH 40′.
**AIRPORT REMARKS:** Attended Mon–Sat 1400–2300Z‡. For attendant after hrs call 870–382–5782. Self service fuel avbl 24 hrs with credit card. Migratory birds on and invof arpt Nov–Feb. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 18–36—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **MEMPHIS CENTER APP/DEP CON** 135.875
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.
**MONTICELLO (L) VOR/DME** 111.6 MON Chan 53 N33°33.72′ W91°42.94′ 021° 21.4 NM to fld. 280/4E.




**EL DORADO** NOTAM FILE ELD. **MEMPHIS**
**(H) VORTACW** 115.5 ELD Chan 102 N33°15.37′ W92°44.64′ 232° 4.1 NM to South Arkansas Rgnl at Goodwin Fld. 230/7E. **H–6I, L–17E**
**RCO** 122.65 (JONESBORO RADIO)

## EL DORADO

**EL DORADO DOWNTOWN–STEVENS FLD** (F43) 0 S UTC−6(−5DT) N33°11.48′ W92°39.79′ **MEMPHIS L–17E**

256 B S4 **FUEL** 100LL NOTAM FILE JBR

**RWY 18–36:** H3000X60 (ASPH) S–7 LIRL

**RWY 18:** Trees.

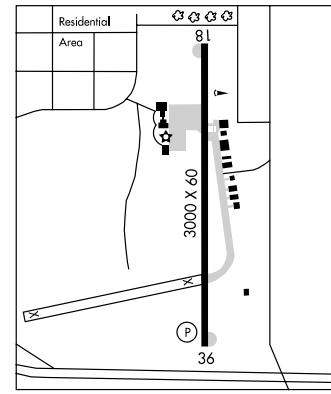
**RWY 36:** PAPI(P2L)—GA 3.5° TCH 32′. Trees.

**AIRPORT REMARKS:** Attended Mon–Fri 1400–2300Z‡. For fuel after hours call 870–863–6776, 24 hr self service credit card avbl. Ultralight activity on and invof arpt.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ELD.

**EL DORADO (H) VORTACW** 115.5 ELD Chan 102 N33°15.37′ W92°44.64′ 127° 5.6 NM to fld. 230/7E.




**SOUTH ARKANSAS RGNL AT GOODWIN FLD** (ELD) 8 W UTC−6(−5DT) **MEMPHIS H–6I, L–17E**

N33°13.26′ W92°48.80′ **IAP**

277 B **FUEL** 100LL, JET A TPA—1277(1000) Class III, ARFF Index A NOTAM FILE ELD

**RWY 04–22:** H6601X150 (ASPH–GRVD) S–75, D–200 HIRL

**RWY 04:** PAPI(P4L)—GA 3.0° TCH 49′.

**RWY 22:** MALSR. PAPI(P4L)—GA 3.0° TCH 55′.

**RWY 13–31:** H5100X100 (ASPH) S–25 MIRL 0.7% up NW

**RWY 31:** Tree.

**RWY 17–35:** H3733X75 (CONC) S–25 0.5% up N

**AIRPORT REMARKS:** Attended Mon–Sat 1300–0000Z‡, Sun 1900–0000Z‡. For svc after hours call 870–310–9912, fee charged. Rwy 17–35 CLOSED indef. Rwy 17 has a hump located near thld. Rwy 17–35 pavement 150′ wide, edges not marked, center 75′ usable. Remainder 75′ has cracks and vegetation. HIRL Rwy 04–22 preset low ints, to increase ints and ACTIVATE MIRL Rwy 13–31 MALSR Rwy 22 and twy lgts—CTAF. NOTE: See Special Notices—Controlled Firing.

**WEATHER DATA SOURCES:** ASOS 118.325 (870) 862–3090.

**COMMUNICATIONS: CTAF/UNICOM** 123.0

**EL DORADO RCO** 122.65 (JONESBORO RADIO)

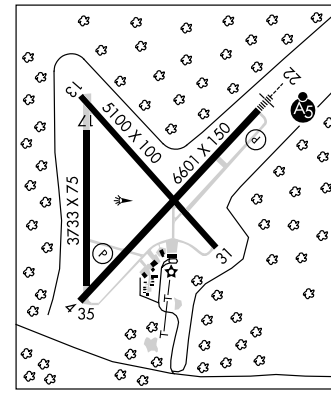
Ⓡ **FORT WORTH CENTER APP/DEP CON** 128.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ELD.

**EL DORADO (H) VORTACW** 115.5 ELD Chan 102 N33°15.37′ W92°44.64′ 232° 4.1 NM to fld. 230/7E.

**LADOS NDB (LOM)** 418 EL N33°17.16′ W92°43.69′ 225° 5.8 NM to fld. Unmonitored.

**ILS/DME** 111.1 I–ELD Chan 48 Rwy 22. Class IA. LOM LADOS NDB. LOC/DME and LADOS LOM unmonitored. Coupled apch not avbl until further notice. DME OTS indef.




**FAYETTEVILLE** N36°00.50′ W94°10.83′ **KANSAS CITY L–16F**

**RCO** 122.3 (JONESBORO RADIO)

## FAYETTEVILLE

**DRAKE FLD** (FYV) 3 S UTC−6(−5DT) N36°00.31′ W94°10.20′ — KANSAS CITY H–6I, L–16F IAP, AD

1251 B S2 **FUEL** 100LL, JET A, MOGAS TPA—2100(849) Class IV, ARFF Index A

NOTAM FILE FYV

**RWY 16–34:** H6006X100 (ASPH–GRVD) S–90, D–150, DT–175 MIRL

**RWY 16:** ODALS. PAPI(P4L)—GA 3.0° TCH 50′. Road.

**RWY 34:** ODALS. PAPI(P4L)—GA 3.5° TCH 58′. Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 16:** TORA–6006 TODA–6006 ASDA–6006 LDA–6006

**RWY 34:** TORA–6006 TODA–6006 ASDA–6006 LDA–6006

**AIRPORT REMARKS:** Attended Mon–Fri 1200–0400Z‡, Sat–Sun 1400–0200Z‡. For fuel and svc after hrs call 479–718–7641, fee charged. Self service fuel avbl 24hrs. Deer on and invof arpt. 24 hr PPR for air carrier ops with more than 30 passenger seats call arpt manager 479–718–7642 and fax FBO 866–641–0861. When twr clsd MIRL Rwy 16–34 preset med ints. ACTIVATE ODALS Rwy 16 and Rwy 34 and PAPI Rwy 16 and Rwy 34—CTAF.

**WEATHER DATA SOURCES:** ASOS (479) 442–5237.

**COMMUNICATIONS: CTAF** 128.0 **ATIS** 119.575 **UNICOM** 122.95

**FAYETTEVILLE RCO** 122.3 (JONESBORO RADIO)

Ⓡ **RAZORBACK APP/DEP CON** 121.0 (1130–0500Z‡)

**MEMPHIS CENTER APP/DEP CON** 126.1 (0500–1130Z‡)

**TOWER** 128.0 (1200–0400Z‡) **GND CON** 121.8

**AIRSPACE: CLASS D** svc 1200–0400Z‡ other times CLASS E.

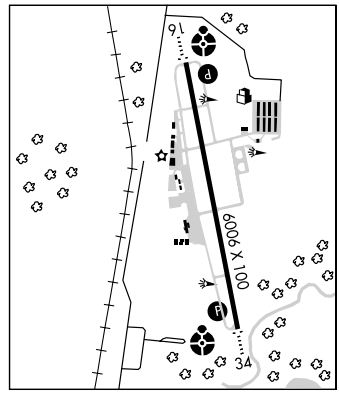
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FYV.

**(T) VORW/DME** 108.8 DAK Chan 25 N36°02.57′ W94°11.85′ 142° 2.6 NM to fld. 1530/7E.

**ILS/DME** 111.9 I–FYV Chan 56 Rwy 16. LOC only. LOC/DME unmonitored when twr clsd.

**LDA/DME** 111.9 I–LFH Chan 56 Rwy 34. LDA unusable byd 10 NM blo 3500′. LDA unusable byd 10° right of final apch course. DME unusable byd 25° right of course.

**ASR** (1200–0400Z‡)




**FAYETTEVILLE (SPRINGDALE)** N36°16.90′ W94°18.40′ — KANSAS CITY L–16F

**RCO** 122.55 (JONESBORO RADIO)

## FAYETTEVILLE (SPRINGDALE)

**NORTHWEST ARKANSAS RGNL** (XNA) 15 NW UTC−6(−5DT) N36°16.91′ W94°18.41′ — KANSAS CITY H–6I, L–16F IAP, AD

1287 B **FUEL** 100LL, JET A OX 2 Class I, ARFF Index B NOTAM FILE XNA

**RWY 16–34:** H8800X150 (CONC–GRVD) S–75, D–150, DT–350 HIRL

**RWY 16:** MALSR. PAPI(P4L)—GA 3.0° TCH 52′. 0.3% down.

**RWY 34:** MALSR. PAPI(P4L)—GA 3.0° TCH 52′.

**RUNWAY DECLARED DISTANCE INFORMATION**

**RWY 16:** TORA–8800 TODA–8800 ASDA–8800 LDA–8800

**RWY 34:** TORA–8800 TODA–8800 ASDA–8800 LDA–8800

**AIRPORT REMARKS:** Attended continuously. For fuel svcs use freq 130.05. Arpt also associated with Rogers MSA City. Bird activity on and invof arpt. Distance and direction to arpt from Springdale is 10 NM northwest and from Rogers MSA is 9 NM southwest. Rwy 16 and Rwy 34 runway visual range touchdown and rollout avbl. Rwy 16 PAPI OTS indef. When twr clsd ACTIVATE HIRL Rwy 16–34 and MALSR Rwy 16 and Rwy 34—CTAF. PAPI Rwy 16 and Rwy 34 opr continuously.

**WEATHER DATA SOURCES:** ASOS 119.425 (479) 203–0109.

**COMMUNICATIONS: CTAF** 127.1

**FAYETTEVILLE (SPRINGDALE) RCO** 122.55 (JONESBORO RADIO)

Ⓡ **RAZORBACK APP/DEP CON** 121.0 West 126.6 East (1130–0500Z‡)

Ⓡ **MEMPHIS CENTER APP/DEP CON** 126.1 (0500–1130Z‡)

**TOWER** 127.1 (1130–0500Z‡) **GND CON** 121.9

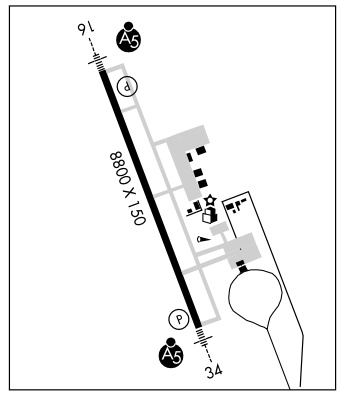
**AIRSPACE: CLASS C** svc 1130–0500Z‡ other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.

**RAZORBACK (H) VORTACW** 116.4 RZC Chan 111 N36°14.79′ W94°07.28′ 279° 9.2 NM to fld. 1331/4E.

**ILS/DME** 110.55 I–XNA Chan 42(Y) Rwy 16. Glide slope unusable for coupled apch blo 2070′ MSL.

**ILS/DME** 110.55 I–FBS Chan 42(Y) Rwy 34. Class IB.

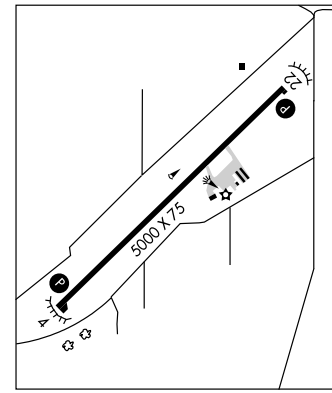


**FENCH** N34°32.35′ W094°04.38′ NOTAM FILE MEZ
**NDB (LOM)** 352 VM 270° 6.4 NM to Mena Intermountain Muni.

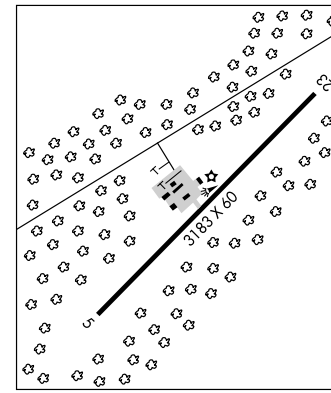
**FLIPPIN** N36°17.98′ W92°27.50′ NOTAM FILE FLP. KANSAS CITY L–16G
**(L) VORW/DME** 112.8 FLP Chan 75 262° 6.4 NM to Marion Co Rgnl. 780/3E.
VOR unusable:
091°–130° byd 11 NM blo 8000′
DME unusable:
031°–090° byd 15 NM blo 7000′
091°–130° byd 11 NM blo 8000′
131°–180° byd 20 NM blo 7000′
181°–230° byd 20 NM blo 6500′
231°–330° byd 30 NM blo 6500′
331°–030° byd 15 NM blo 6500′
**RCO** 122.35 (JONESBORO RADIO)

## FLIPPIN

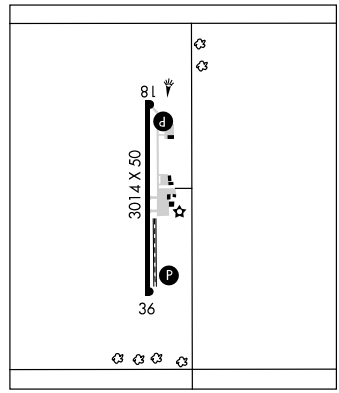
**MARION CO RGNL** (FLP) 1 N UTC−6(−5DT) N36°17.45′ W92°35.42′ KANSAS CITY H–6I, L–16G IAP
719 B S4 **FUEL** 100LL, JET A TPA—1719(1000) NOTAM FILE FLP
**RWY 04–22:** H5000X75 (ASPH) S–30 MIRL 1.0% up NE
**RWY 04:** REIL. PAPI(P2L)—GA 3.5° TCH 55′. Trees.
**RWY 22:** REIL. PAPI(P2L)—GA 3.0° TCH 52′. Tree.
**AIRPORT REMARKS:** Attended 1400–2300Z‡. For fuel at night call 870–427–5343 or 870–453–2557, fee charged. Ultralight activity on and invof arpt. No line of sight between rwy ends. ACTIVATE MIRL Rwy 04–22, PAPI and REIL Rwy 04 and Rwy 22—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 132.075 (870) 453–2380.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**FLIPPIN RCO** 122.35 (JONESBORO RADIO)
Ⓡ **MEMPHIS CENTER APP/DEP CON** 126.85
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FLP.
**FLIPPIN (L) VORW/DME** 112.8 FLP Chan 75 N36°17.98′ W92°27.50′ 262° 6.4 NM to fld. 780/3E.



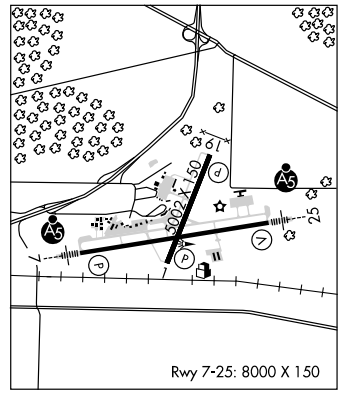

**FORDYCE MUNI** (5M4) 3 NE UTC−6(−5DT) N33°50.75′ W92°21.93′ MEMPHIS L–18F
193 B **FUEL** 100LL NOTAM FILE JBR
**RWY 05–23:** H3183X60 (ASPH) S–4 MIRL
**RWY 05:** Trees. **RWY 23:** Road.
**AIRPORT REMARKS:** Unattended. Fuel avbl self service with credit card. MIRL Rwy 05–23 opr dusk–0600Z‡.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PBF.
**PINE BLUFF (L) VORW/DME** 116.0 PBF Chan 107 N34°14.81′ W91°55.57′ 218° 32.5 NM to fld. 210/4E. **HIWAS.**



**FORREST CITY MUNI** (FCY) 4 S UTC−6(−5DT) N34°56.52′ W90°46.50′ **MEMPHIS**
249 B S4 **FUEL** 100LL, JET A NOTAM FILE JBR **L–18F**
**RWY 18–36:** H3014X50 (ASPH) S–20 MIRL **IAP**
**RWY 18:** REIL. PAPI(P2L)—GA 4.0° TCH 36′.
**RWY 36:** REIL. PAPI(P2R)—GA 4.0° TCH 36′. Trees
**AIRPORT REMARKS:** Attended Mon–Fri 1400–2300Z‡. 100LL avbl 24 hrs self svc with credit card, Jet A avbl during attended hrs only. 494 ft lgtd twr 3 miles north on centerline. ACTIVATE MIRL Rwy 18–36 and PAPI Rwy 18 and Rwy 36—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **MEMPHIS CENTER APP/DEP CON** 135.3
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.
**GILMORE (L) VORW/DME** 113.0 GQE Chan 77 N35°20.82′ W90°28.69′ 207° 28.3 NM to fld. 211/4E.




**FORT SMITH RGNL** (FSM) 3 SE UTC−6(−5DT) N35°20.20′ W94°22.05′ **MEMPHIS**
469 B S4 **FUEL** 100LL, JET A Class I, ARFF Index B NOTAM FILE FSM **H–6I, L–16F**
**RWY 07–25:** H8000X150 (ASPH–GRVD) S–75, D–175, DT–295 HIRL **IAP, AD**
**RWY 07:** MALSR. PAPI(P4R)—GA 3.0° TCH 51′. Tree. 0.5% down.
**RWY 25:** MALSR. VASI(V4L)—GA 2.9° TCH 60′. Tree.
**RWY 01–19:** H5002X150 (ASPH–GRVD) S–55, D–70, DT–120 MIRL
**RWY 01:** PAPI(P4R)—GA 3.0° TCH 50′. Railroad.
**RWY 19:** PAPI(P4L)—GA 3.0° TCH 40′. Tree.
**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 01:** TORA–5002 TODA–5002 ASDA–5002 LDA–5002
**RWY 07:** TORA–8000 TODA–8000 ASDA–8000 LDA–8000
**RWY 19:** TORA–5002 TODA–5002 ASDA–5002 LDA–5002
**RWY 25:** TORA–8000 TODA–8000 ASDA–8000 LDA–8000
**ARRESTING GEAR/SYSTEM**
**RWY 07** BAK–14 BAK–12A (B) (985′)
BAK–14 BAK–12A (B) (1008′) **RWY 25**
**AIRPORT REMARKS:** Attended continuously. Flock of migratory birds on and in vicinity of arpt. Rwy 01 aiming points 1390′ from thld. Rwy 25 runway visual range touchdown avbl. Landing fee for all FAR 121 and FAR 135 ops abv 12,500 lbs. PPR for all acft (including U.S. government) above 100,000 lbs contact arpt manager Mon–Fri 1400–2300Z‡ 479–452–7000 minimum 24 hrs in advance. 24 hrs PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 479–452–7000. Rwy 01 PAPI unusable 8° left side of centerline. When twr clsd ACTIVATE HIRL Rwy 07–25, MIRL Rwy 01–19, MALSR Rwy 07 and Rwy 25—CTAF.
**WEATHER DATA SOURCES:** ASOS (479) 646–2504. **HIWAS** 110.4 FSM. LLWAS.
**COMMUNICATIONS: CTAF** 118.3 **ATIS** 126.3 **UNICOM** 122.95
**RCO** 122.2 (JONESBORO RADIO)
Ⓡ **RAZORBACK APP/DEP CON** 120.9 (1130–0500Z‡)
**TOWER** 118.3 (1130–0500Z‡) **GND CON** 121.9 **CLNC DEL** 133.85
Ⓡ **MEMPHIS CENTER APP/DEP CON** 126.1 (0500–1130Z‡)
**AIRSPACE: CLASS D** svc 1130–0500Z‡ other times CLASS E.
**TRSA** svc ctc **APP CON** within 25 NM. Service not provided within R2401 and R2402 when activated.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FSM.
**(L) VORTACW** 110.4 FSM Chan 41 N35°23.31′ W94°16.29′ 230° 5.6 NM to fld. 430/7E. **HIWAS.**
**WIZER NDB (LOM)** 223 FS N35°21.25′ W94°13.02′ 257° 7.5 NM to fld. Unmonitored when tower closed.
**JEMBO NDB (LOM)** 311 GK N35°19.36′ W94°28.45′ 076° 5.3 NM to fld. Unmonitored when twr clsd.
**ILS** 111.3 I–GKV Rwy 07. Class IE. LOM JEMBO NDB. ILS unmonitored when twr clsd.
**ILS** 111.3 I–FSM Rwy 25. CLASS IT. LOM WIZER NDB. ILS unmonitored when twr closed.
**ASR** (1130–0500Z‡)




**FRANK FEDERER MEM** (See BRINKLEY)

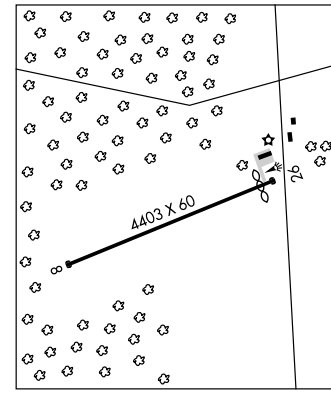
**GASTONS** (See LAKEVIEW)

**GILMORE** N35°20.82′ W90°28.69′ NOTAM FILE JBR. MEMPHIS
**(L) VORW/DME** 113.0 GQE Chan 77 133° 17.5 NM to West Memphis Muni. 211/4E. H–6J, L–16H

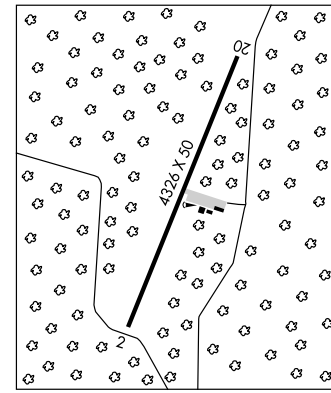
**GOSNELL** N35°57.06′ W89°56.47′ NOTAM FILE BYH. MEMPHIS
**(L) VORW** 111.8 GOJ at Arkansas Intl. L–16H

**GRIDER FLD** (See PINE BLUFF)

**GURDON LOWE FLD** (5M8) 1 NW UTC−6(−5DT) N33°55.43′ W93°10.09′ MEMPHIS
229 B **FUEL** 100LL NOTAM FILE JBR L–17E
**RWY 08–26:** H4403X60 (ASPH) S–12.5 MIRL
**RWY 08:** Trees.
**RWY 26:** Thld dsplcd 114′. Road. Rgt tfc.
**AIRPORT REMARKS:** Unattended. For fuel call 870–353–2581. Ultralight activity on and invof arpt. Rwy 26 NSTD dsplcd thld lights, thld lights at rwy end. ACTIVATE MIRL Rwy 08–26—122.7.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ELD.
**EL DORADO (H) VORTACW** 115.5 ELD Chan 102 N33°15.37′ W92°44.64′ 325° 45.3 NM to fld. 230/7E.




**HAMPTON MUNI** (ØR6) 2 SE UTC−6(−5DT) N33°31.36′ W92°27.62′ MEMPHIS
178 NOTAM FILE JBR L–18F
**RWY 02–20:** H4326X50 (ASPH)
**RWY 02:** Trees. **RWY 20:** Road.
**AIRPORT REMARKS:** Unattended. Arpt CLOSED 0100–1130Z‡.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ELD.
**EL DORADO (H) VORTACW** 115.5 ELD Chan 102 N33°15.37′ W92°44.64′ 033° 20.9 NM to fld. 230/7E.




**HARRELL FLD** (See CAMDEN)

**HARRISON** N36°19.10′ W93°12.80′ NOTAM FILE HRO. KANSAS CITY
**(L) VORW/DME** 112.5 HRO Chan 72 136° 4.4 NM to Boone Co. 1400/4E. **HIWAS.** L–16F
VOR unusable:
165°–215° beyond 20 NM below 5000′ 165°–215° beyond 30 NM below 6500′
DME unusable:
245°–260° beyond 30 NM below 4500′
**RCO** 122.45 (JONESBORO RADIO)

## HARRISON

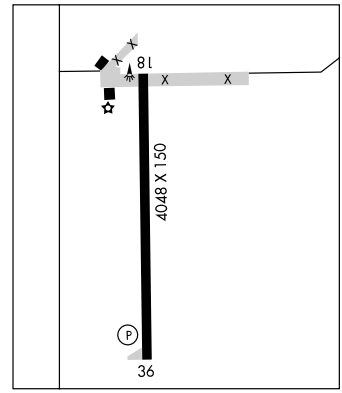
**BOONE CO** (HRO) 3 NW UTC−6(−5DT) N36°15.69′ W93°09.28′ **KANSAS CITY**
1365 B S2 **FUEL** 100LL, JET A TPA—2201(836) Class III, ARFF Index A **H–6I, L–16F**
NOTAM FILE HRO **IAP**

**RWY 18–36:** H6161X150 (ASPH–GRVD) S–38, D–53, DT–84 HIRL
**RWY 18:** REIL. VASI(V4L)—GA 3.0° TCH 54′.
**RWY 36:** MALSR. VASI(V4L)—GA 3.0° TCH 54′.
**AIRPORT REMARKS:** Attended continuously. 100LL avbl 24 hrs self serve. Deer and birds on and invof arpt. ACTIVATE HIRL Rwy 18–36, REIL Rwy 18, MALSR Rwy 36—CTAF.
**WEATHER DATA SOURCES:** ASOS 121.125 (870) 365–8550. **HIWAS** 112.5 HRO.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**HARRISON RCO** 122.45 (JONESBORO RADIO)
**MEMPHIS CENTER APP/DEP CON** 126.85
**AIRSPACE: CLASS E** svc 1200–0400Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE HRO.
**HARRISON (L) VORW/DME** 112.5 HRO Chan 72 N36°19.10′ W93°12.80′ 136° 4.4 NM to fld. 1400/4E. **HIWAS.**
**BAKKY NDB (LOM)** 395 HR N36°11.46′ W93°09.61′ 360° 4.2 NM to fld. Unmonitored.
**ILS/DME** 111.7 I–HRO Chan 54 Rwy 36. LOM BAKKY NDB. LOC/DME and BAKKY LOM unmonitored. DME unusable byd 20° left of course.




**HAZEN MUNI** (6MØ) 3 SW UTC−6(−5DT) N34°45.55′ W91°38.28′ **MEMPHIS**
230 B **FUEL** 100LL, JET A NOTAM FILE JBR **L–18F**

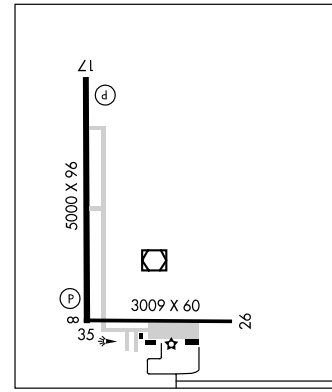
**RWY 18–36:** H4048X150 (ASPH) S–12 MIRL
**RWY 18:** PAPI(P2L)—GA 3.0° TCH 52′.
**RWY 36:** PAPI(P2L)—GA 3.0° TCH 52′.
**AIRPORT REMARKS:** Attended dalgt hrs. Migratory birds invof arpt Oct–Mar. For svc after hours call 870–255–4873. Extensive agriculture operations Jan–Sep. PAPI Rwy 36 OTS indef. ACTIVATE MIRL Rwy 18–36—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LIT.
**LITTLE ROCK (H) VORTACW** 113.9 LIT Chan 86 N34°40.66′ W92°10.83′ 075° 27.3 NM to fld. 240/5E.




**HEBER SPRINGS MUNI** (HBZ) 2 NE UTC−6(−5DT) N35°30.70′ W92°00.78′ **MEMPHIS**
632 B S4 **FUEL** 100LL, JET A TPA—1430(798) NOTAM FILE JBR **L–16G**
**RWY 05–23:** H4002X75 (ASPH) S–12.5 MIRL 0.3% up NE **IAP**
**RWY 05:** PAPI(2PL)—GA 3.0° TCH 36′. Trees. **RWY 23:** PAPI(2PL)—GA 3.0° TCH 39′. Trees.
**AIRPORT REMARKS:** Attended 1400–2300Z‡. Self svc fuel avbl 24 hrs with credit card. No line of sight btn rwy ends. Ultralight activity on and invof arpt. ACTIVATE MIRL Rwy 05–23—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **MEMPHIS CENTER APP/DEP CON:** 126.85
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LIT.
**LITTLE ROCK (H) VORTACW** 113.9 LIT Chan 86 N34°40.66′ W92°10.83′ 004° 50.6 NM to fld. 240/5E.

## HELENA/WEST HELENA

**THOMPSON–ROBBINS** (HEE) 5 NW UTC−6(−5DT) N34°34.59′ W90°40.55′ **MEMPHIS**
242 B S4 **FUEL** 100LL, JET A TPA—1202(960) NOTAM FILE JBR **H–6J, L–18F**
**RWY 17–35:** H5000X96 (ASPH) S–15 MIRL **IAP**
**RWY 17:** REIL. PAPI(P2L)—GA 3.0° TCH 39′.
**RWY 35:** REIL. PAPI(P2L)—GA 4.0° TCH 53′.
**RWY 08–26:** H3009X60 (ASPH) S–16 MIRL
**RWY 08:** Tree.
**AIRPORT REMARKS:** Attended Mon–Sat daylight hours. Ultralight activity on and invof arpt. Rwy 17 PAPI OTS indef. Rwy 35 PAPI OTS indef. Rwy 08–26 MIRL OTS indef.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **MEMPHIS CENTER APP/DEP CON** 135.3
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.
**MARVELL (L) VORW/DME** 109.6 UJM Chan 33 N34°34.50′ W90°40.46′ at fld. 241/1E.

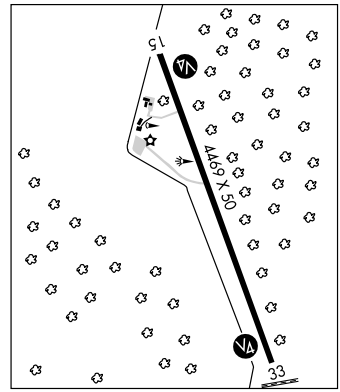



**HICKS** N35°56.27′ W89°50.03′ NOTAM FILE HKA. **MEMPHIS**
**NDB (MHW)** 350 IUI at Blytheville Muni. **L–16H**

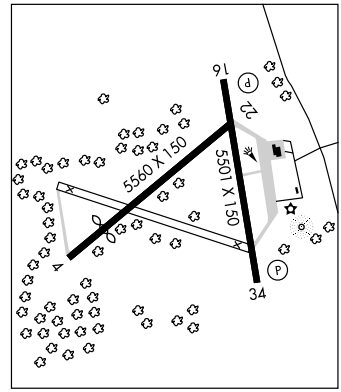
**H.L. HOPKINS–FORDYCE MUNI** (See FORDYCE)

**HOLLEY MOUNTAIN AIRPARK** (See CLINTON)

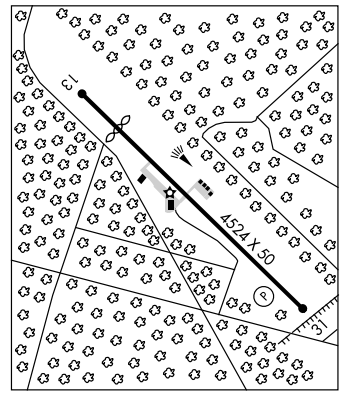
**HOLLY GROVE MUNI** (2A6) 1SE UTC−6(−5DT) N34°34.95′ W91°09.91′ **MEMPHIS**
176 B NOTAM FILE JBR **L–18F**
**RWY 15–33:** H4469X50 (ASPH) S–12.5 MIRL
**RWY 15:** TRCV(TRIL)—GA 3.0° TCH 10′. **RWY 33:** TRCV(TRIL)—GA 3.0° TCH 10′. Fence.
**AIRPORT REMARKS:** Attended Mon–Sat 1400–2300Z‡. For attendant after hours call 870–462–3491. Deer on and invof arpt. ACTIVATE MIRL Rwy 15–33, VASI Rwy 15 and Rwy 33—CTAF.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PBF.
**PINE BLUFF (L) VORW/DME** 116.0 PBF Chan 107 N34°14.81′ W91°55.57′ 058° 42.8 NM to fld. 210/4E. **HIWAS.**



**HOPE MUNI** (M18) 4 NW UTC−6(−5DT) N33°43.21′ W93°39.53′ **MEMPHIS**
359 B S4 **FUEL** 100LL, JET A NOTAM FILE JBR **H–6I, L–17E**
**RWY 04–22:** H5560X150 (CONC) S–40 D–55, DT–105 0.4% up NE **IAP**
**RWY 04:** Thld dsplcd 1190′. Trees.
**RWY 16–34:** H5501X150 (CONC) S–40 D–55, DT–105 MIRL 0.3% up NW
**RWY 16:** REIL. PAPI(P2L)—GA 3.0° TCH 42′.
**RWY 34:** REIL. PAPI(P2R)—GA 3.0° TCH 37′. Tree.
**AIRPORT REMARKS:** Attended Mon–Sat 1400–2300Z‡, Sun 1900–2300Z‡. For svc after hrs call 870–983–3033. Self–serve fuel avbl 24 hrs. Rwy 04–22 CLOSED indef. Rwy 04–22 humps on rwy. Hump on Rwy 04 at dsplcd thld. MIRL Rwy 16–34 opr dusk–0400Z‡, after 0400Z‡ ACTIVATE—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **FORT WORTH CENTER APP/DEP CON** 123.925
**RADIO AIDS TO NAVIGATION:** NOTAM FILE TXK.
**TEXARKANA (H) VORTACW** 116.3 TXK Chan 110 N33°30.83′ W94°04.40′ 052° 24.2 NM to fld. 270/7E. **HIWAS.**
**NDB (MHW)** 362 HPC N33°43.09′ W93°39.05′ at fld. NOTAM FILE JBR. Unmonitored.




**HORSESHOE BEND** (6M2) 1 NE UTC−6(−5DT) N36°13.28′ W91°45.33′ **KANSAS CITY**
782 B S4 **FUEL** 100LL NOTAM FILE JBR **L–16G**
**RWY 13–31:** H4524X50 (ASPH) S–4 MIRL
**RWY 13:** Thld dsplcd 1009′ Trees.
**RWY 31:** PAPI(P2L)—GA 3.0° TCH 39′.
**AIRPORT REMARKS:** Unattended. Self serve fuel avbl 24 hrs with credit card. Deer on and invof arpt. Recommend tkf Rwy 13 due to rapidly rising terrain NW of arpt. Rapidly rising terrain with trees on final apch Rwy 13. ACTIVATE MIRL Rwy 13–31—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ARG.
**WALNUT RIDGE (H) VORTAC** 114.5 ARG Chan 92 N36°06.60′ W90°57.22′ 276° 40 NM to fld. 260/4E. **HIWAS.**

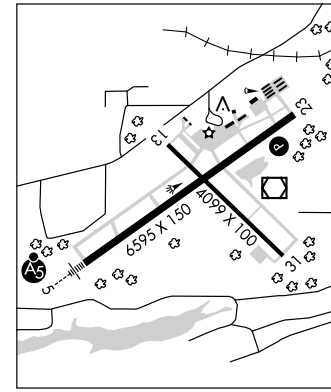



**HOSSY** N34°25.36′ W93°11.38′ NOTAM FILE HOT. **MEMPHIS**
**NDB (HW/LOM)** 385 HO 050° 5.7 NM to Memorial Fld. **L–17E**

**HOT SPRINGS** N34°28.72′ W93°05.44′ NOTAM FILE HOT. **MEMPHIS**
**(L) VOR/DME** 110.0 HOT Chan 37 at Memorial Fld. 528/4E. **HIWAS.** **L–17E**
VOR unusable:
346°–055°beyond 20 NM below 3500′
056°–140°beyond 20 NM below 6500′
141°–227°beyond 20 NM below 3500′
141°–227°beyond 26 NM below 5500′
228°–311°beyond 20 NM below 3500′
312°–345°beyond 15 NM below 5500′
312°–345°beyond 32 NM below 9500′
DME unusable:
310°–035°beyond 10 NM below 11,000′
310°–035°beyond 25 NM below 12,000′
310°–035°beyond 30 NM below 17,000′
**RCO** 122.1R 110.0T (JONESBORO RADIO)

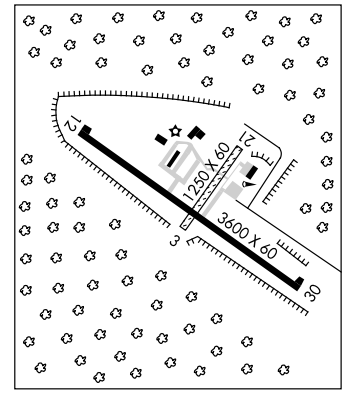
## HOT SPRINGS

**MEMORIAL FLD** (HOT) 3 SW UTC−6(−5DT) N34°28.68′ W93°05.77′ **MEMPHIS**
540 B S4 **FUEL** 100LL, JET A Class II, ARFF Index A NOTAM FILE HOT **H–6I, L–17E**
**RWY 05–23:** H6595X150 (ASPH–GRVD) S–75, D–125, DT–210, DDT–400 HIRL 0.6% up NE **IAP**
**RWY 05:** MALSR. Rgt tfc.
**RWY 23:** PAPI(P4L)—GA 3.0° TCH 40′. Pole.
**RWY 13–31:** H4099X100 (ASPH) S–28, D–36, DT–63
MIRL 0.4% up NW
**RWY 13:** REIL. Trees. Rgt tfc. **RWY 31:** Pole.
**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 05:** TORA–6595 TODA–6595 ASDA–6595 LDA–6595
**RWY 13:** TORA–4099 TODA–4099 ASDA–4099 LDA–4099
**RWY 23:** TORA–6595 TODA–6595 ASDA–6595 LDA–6595
**RWY 31:** TORA–4099 TODA–4099 ASDA–4099 LDA–4099
**AIRPORT REMARKS:** Attended 1100–0400Z‡. For fuel after hrs call 501–617–0324 or 501–617–4908. Rwy 23 PAPI OTS indef. ACTIVATE HIRL Rwy 05–23, MIRL Rwy 13–31, MALSR Rwy 05, PAPI Rwy 23 and REIL Rwy 13—CTAF.
**WEATHER DATA SOURCES:** ASOS 119.925 (501) 624–7633. **HIWAS** 110.0 HOT.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**HOT SPRINGS RCO** 122.1R 110.0T (JONESBORO RADIO)
**MEMPHIS CENTER APP/DEP CON** 128.475
**AIRSPACE: CLASS E** svc 1200–0400Z‡ other times CLASS G.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE HOT.
**HOT SPRINGS (L) VOR/DME** 110.0 HOT Chan 37 N34°28.72′ W93°05.44′ at fld. 528/4E. **HIWAS.**
**HOSSY NDB (HW/LOM)** 385 HO N34°25.36′ W93°11.38′ 050° 5.7 NM to fld.
**ILS/DME** 111.5 I–HOT Chan 52 Rwy 05. Class IT. LOM HOSSY NDB. Unmonitored indef.




**HOWARD CO** (See NASHVILLE)

**HUNTSVILLE MUNI** (H34) 2 SW UTC−6(−5DT) N36°04.69′ W93°45.29′ **KANSAS CITY**
1749 B **FUEL** 100LL NOTAM FILE JBR **L–16F**
**RWY 12–30:** H3600X60 (ASPH) S–12.5 MIRL **IAP**
**RWY 12:** Tree. **RWY 30:** Tree.
**RWY 03–21:** 1250X60 (TURF)
**RWY 03:** Trees.
**AIRPORT REMARKS:** Unattended. Self service fuel avbl 24 hrs with credit card. Rwy 03 and Rwy 21 steep dropoffs at Rwy ends. Ultralight activity on and invof arpt. ACTIVATE MIRL Rwy 12–30—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **RAZORBACK APP/DEP CON** 126.6 (1130–0500Z‡)
**MEMPHIS CENTER APP/DEP CON** 126.1 (0500–1130Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.
**RAZORBACK (H) VORTACW** 116.4 RZC Chan 111 N36°14.79′ W94°07.28′ 115° 20.5 NM to fld. 1331/4E.




**JACKSONVILLE** N34°55.08′ W92°09.46′ NOTAM FILE LRF. **MEMPHIS**
**(T) TACAN** Chan 29 LRF (109.2) at Little Rock AFB. 328/1E. No NOTAM MP Tue 1000–1430Z‡. **L–18F**

**J LYNN HELMS SEVIER CO** (See DE QUEEN)

**JEMBO** N35°19.36′ W94°28.45′ NOTAM FILE FSM **MEMPHIS**
**NDB (LOM)** 311 GK 076° 5.3 NM to Fort Smith Rgnl. Unmonitored when twr clsd.

**JONESBORO MUNI** (JBR) 3 E UTC−6(−5DT) N35°49.90′ W90°38.79′ — MEMPHIS H–6J, L–16H IAP

262 B **FUEL** 100LL, JET A Class III, ARFF Index A NOTAM FILE JBR

**RWY 05–23:** H6200X150 (ASPH–PFC) S–40, D–48, DT–76 MIRL

**RWY 23:** ODALS. REIL. VASI(V4L)—GA 3.0° TCH 54′. Tree.

**RWY 13–31:** H4099X150 (ASPH–GRVD) S–50, D–60, DT–95 MIRL 0.3% up NW

**RWY 13:** Road. **RWY 31:** Tree.

**AIRPORT REMARKS:** Attended 1200–0300Z‡. No line of sight between rwy ends. ACTIVATE MIRL Rwy 05–23 and 13–31, ODALS Rwy 23, VASI Rwy 23, REIL Rwy 23 and Taxiway lgts—CTAF.

**WEATHER DATA SOURCES:** ASOS 118.525 (870) 932–4010.

**COMMUNICATIONS: CTAF** 123.6 **UNICOM** 123.0

**RCO** 122.2 122.3 123.6 (JONESBORO RADIO)

**MEMPHIS CENTER APP/DEP CON** 120.075

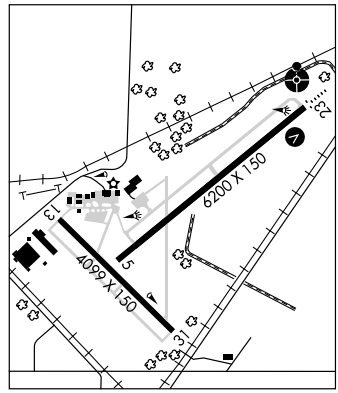
**AIRSPACE: CLASS E** svc continuous.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.

**(T) VORW/DME** 108.6 JBR Chan 23 N35°52.50′ W90°35.31′ 226° 3.8 NM to fld. 247/2E.

**ILS** 110.15 I–JBR Rwy 23. Class IT. GS unusable auto coupled apchs blo 1327′MSL.

**COMM/NAV/WEATHER REMARKS:** Ctc Jonesboro Radio for airport advisory service on 123.6.




**KIRK FLD** (See PARAGOULD)

**KIZER FLD** (See PRESCOTT)

**LADOS** N33°17.16′ W92°43.69′. NOTAM FILE ELD.

**NDB (LOM)** 418 EL 225° 5.8 NM to South Arkansas Rgnl at Goodwin Fld. Unmonitored.

## LAKEVIEW

**GASTONS** (3MØ) 1 S UTC−6(−5DT) N36°20.92′ W92°33.43′ — KANSAS CITY

479 **FUEL** 100LL TPA–1300 (821) NOTAM FILE JBR

**RWY 06–24:** 3200X55 (TURF)

**RWY 06:** Road. **RWY 24:** Trees.

**AIRPORT REMARKS:** Attended continuously. All acft land Rwy 24, takeoff Rwy 06.

**COMMUNICATIONS: CTAF/UNICOM** 122.8

**LAKE VILLAGE MUNI** (M32) 2 W UTC−6(−5DT) N33°20.76′ W91°18.94′ — MEMPHIS L–18F IAP

125 B NOTAM FILE JBR

**RWY 01–19:** H4000X75 (ASPH) S–18 MIRL

**RWY 01:** PAPI(P2L)—GA 4.0° TCH 32′. Trees.

**RWY 19:** PAPI(P2L)—GA 3.0° TCH 32′. Trees.

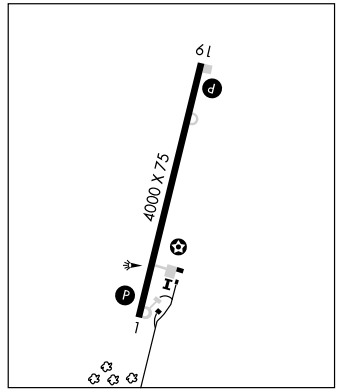
**AIRPORT REMARKS:** Attended Mon–Fri 1300–0000Z‡. Numerous agriculture ops Feb–Oct below 500′. ACTIVATE MIRL Rwy 01–19, PAPI Rwy 01 and 19, and rotating bcn—CTAF.

**COMMUNICATIONS: CTAF** 122.9

**MEMPHIS CENTER APP/DEP CON:** 135.875

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLH.

**GREENVILLE (L) VOR/DME** 110.2 GLH Chan 39 N33°31.41′ W90°58.98′ 234° 19.8 NM to fld. 130/4E.




**LASKY** N34°40.14′ W92°18.33′ NOTAM FILE LIT. — MEMPHIS L–18F

**NDB (LOM)** 353 LI 043° 5.4 NM to Adams Fld.

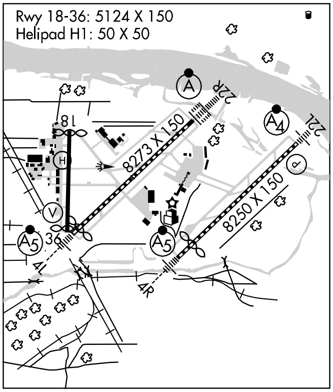
**LITTLE ROCK AFB** (LRF)(KLRF) AF (ANG) 1 SE UTC−6(−5DT) N34°55.01′ W92°08.79′ **MEMPHIS**
311 B TPA—See Remarks NOTAM FILE LIT Not insp. **H–6I, L–18F**
**RWY 07–25:** H12000X200 (CONC) S–125, T–200, ST–175, SBTT–570, TT–330, TDT–820, TRT–485 **DIAP, AD**
PCN 55 R/B/W/T HIRL
**RWY 07:** ALSF1. PAPI(P4L). **RWY 25:** ALSF1. PAPI(P4L). Rgt tfc.
**RWY 070–250:** H3500X60 (ASPH) S, T, ST–175 PCN 53 F/A/W/T
**MILITARY SERVICE: LGT** SFL ints uncontrolled may be turned off on req. Rwy 07–25 nstd ALSF–1 (missing last centerline barrette prior to thld.) NSTD infra–red lgt co–located with Rwy 07, Rwy 25 and Rwy 250 edge lgt and one NSTD infra–red strobe located end of Rwy 07 and 250 ovrn. Infra–red strobe located end of Rwy 25 co–located with rwy end lgt. These lgts are visible only thru night vision devices. Rwy 25 ILS and PAPI GS not coincidental. **JASU** 5(A/M 32A–86)
**FUEL** A Minimum POL capability Mon–Fri 2200–0600Z‡, expect 2–4 hr delay during local flying. **FLUID** SP PRESAIR LHOX LOX.
**OIL** O–133–148–156 **TRAN ALERT** Svc avbl weekdays 1300–0200Z‡, Sat, Sun 1500–2300Z‡, clsd holidays. Acft arriving after 0100Z‡ svc next day.
**MILITARY REMARKS:** Opr continuously. Hol, arpt CLOSED from 0300Z‡ preceding day thru 1300Z‡ succeeding day holiday on Mon, CLOSED preceding Sat 0500Z‡ thru 1300Z‡ succeeding Tue. CLOSED Dec 24 0300Z‡ thru Dec 26 1300Z‡, and CLOSED Dec 31 0300Z‡ thru Jan 2 1300Z‡. See FLIP AP/1 Supplementary Arpt Info. **RSTD** Degraded firefighting capability for B–2, C–5, VC–25, E–4, KC–10, MD–11, 747 and 777 acft–coordinate 48 hours prior to arrival for PPR and SVC. Confirm rescue and firefighting avbl prior ldg or tkf. PPR except AIREVAC and Armed Forces Courier. Official Business Only weekdays 1700–2100Z‡, except AIREVAC and Armed Forces Courier obtain PPR 72 hrs prior to arrival, call DSN 731–6123, PPR is valid +/− 30 minutes of proposed ETA. No practice apch or landing during local flying. Dep acft remain at or blo 1300′ until dep end of rwy. Fighter acft unable to ctc dep until airborne. Rwy 069–249 marked for C130 assault opr; use of assault strip landing zone rqr prior coordination with 19 AW Current OPS or Comd Post. Minimum 24 hr prior notice rqr for B52 acft ground support. Use of alert apron (x–mas tree) stub 1 rqr prior coordination with airfield management. C–5 acft rqr wing–walkers on Twy F btn parking rows O and Y. Twy edge lgts on Twy C are located 26′ from edge of full strength pavement. NSTD rwy markings-assault strip marked (3500X60) painted on Rwy 25. Rwy 25 centerline markings obscured by rubber deposits. **CAUTION** Extensive turbo–prop training Mon–Fri 1300–0600Z‡. Tran ramp marking may not be appropriate for large acft follow marshallers instructions. Significant increase in bird activity Apr–May, Sep–Nov. Deer hazard. Phase II in effect Apr–May and Sep–Nov. High potential for hydroplaning on Rwy 07–25 during periods of wet wx. Numerous unlighted obstructions located in primary surface. Afld lgt intermittent between SS/SR due to local ngt vision training, non–participating acft ctc twr prior to entering Class D airspace and to incr ints. **TFC PAT** TPA—Rectangular 1300(989), overhead 1800(1489). **NS ABTMT** Departing heavy acft climb rwy heading to 1500′ AGL prior to turning on course. **MISC** Backup wx obsn view ltd, rstd from 060°–280° by flightline facilities and trees. ATC Personnel in accordance with cooperative wx watch will alert wx personnel on any unreported wx condition that could affect flt safety. All tran acft ctc Comd Post 20 minutes prior to arrival. Ltd aircrew transportation on weekends. To ensure aircrew transportation avbl upon arrival, ctc afld management at least 20 min prior to ldg. NOTE: See Special Notices—CAUTION—High Density Student Flying.
**COMMUNICATIONS: SFA** (Tfc permitting.) **ATIS** 119.175 251.1 (Mon–Fri 1200–0500Z‡, Sat–Sun 1500–2300Z‡ except holidays.) **PTD** 372.2
Ⓡ **APP/DEP CON** 119.5 306.2
**TOWER** 120.6 269.075 Opr continuously. (Hol, arpt CLOSED from 0300Z‡ preceding day thru 1300Z‡ succeeding day. Holiday on Mon, CLOSED 0500Z‡ preceding Sat thru 1300Z‡ succeeding Tue. CLOSED Dec 24, 0300Z‡ thru Dec 26, 1300Z‡ and CLOSED Dec 31, 0300Z‡ thru Jan 2 1300Z‡.)
**GND CON** 132.8 275.8 **CLNC DEL** 253.5 (weekdays 1300–0500Z‡, other times or VHF only acft ctc Gnd Con. Ctc Clnc Del for engine start and req prior to taxi.)
**COMD POST** (ROCK OPS) 349.4
**ANG COMD POST** 138.6 225.45 **PMSV METRO** 239.8 Afld wx is monitored by AN/FMQ–19 AWOS. Wx Clsd Sat, Sun and hol. Wx briefings for tran aircrew avbl via 26 OWS/Barksdale AFB, DSN 781–4775, C318–456–4775.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LRF.
**JACKSONVILLE (T) TACAN** Chan 29 LRF (109.2) N34°55.08′ W92°09.46′ at fld. 328/1E. No NOTAM MP Tue 1000–1430Z‡.
**TONEYVILLE NDB (MHW/LOM)** 290 TYV N34°57.15′ W92°01.17′ 247° 6.6 NM to fld. No NOTAM MP Fri 1000–1430Z‡.
**ILS** 109.9 I–TYV Rwy 25. No NOTAM MP Wed/Thu 1000–1430Z‡.
**MLS** Chan 634 M–SQN Rwy 07.
**MLS** Chan 620 M–JPK Rwy 25.
**PAR** (Mon–Fri 1400–2200Z‡, clsd weekends and holidays)
**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.

## LITTLE ROCK

**ADAMS FLD** (LIT) 2 E UTC–6(–5DT) N34°43.77′ W92°13.46′ **MEMPHIS**

262 B S4 **FUEL** 100LL, JET A OX 1, 3 LRA Class I, ARFF Index C NOTAM FILE LIT **H–6I, L–18F**

**RWY 04L–22R:** H8273X150 (CONC–GRVD) S–75, D–200, DT–350 HIRL CL **IAP, AD**




**RWY 04L:** MALSR. Thld dsplcd 297′. Railroad.
**RWY 22R:** ALSF–2. TDZL. Rgt tfc.

**RWY 04R–22L:** H8250X150 (CONC–GRVD) S–75, D–200, DT–350 HIRL CL
**RWY 04R:** MALSR. Thld dsplcd 1050′. Pole. Rgt tfc.
**RWY 22L:** MALSF. PAPI(P4L)—GA 3.0° TCH 50′. Trees.

**RWY 18–36:** H5124X150 (CONC–GRVD) S–75, D–100, DT–135 HIRL
**RWY 18:** Thld dsplcd 99′. Tree.
**RWY 36:** VASI(V4L)—GA 4.0° TCH 64′. Thld dsplcd 100′. Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

| | | | | |
|---|---|---|---|---|
| **RWY 04L:** | TORA–8273 | TODA–8273 | ASDA–8273 | LDA–7976 |
| **RWY 04R:** | TORA–8250 | TODA–8250 | ASDA–8250 | LDA–7200 |
| **RWY 18:** | TORA–5124 | TODA–5124 | ASDA–5124 | LDA–5025 |
| **RWY 22L:** | TORA–8250 | TODA–8250 | ASDA–8250 | LDA–8250 |
| **RWY 22R:** | TORA–8273 | TODA–8273 | ASDA–8273 | LDA–8273 |
| **RWY 36:** | TORA–5124 | TODA–5124 | ASDA–5124 | LDA–5024 |

**ARRESTING GEAR/SYSTEM**
**RWY 04R:** EMAS
**RWY 22R:** EMAS

**AIRPORT REMARKS:** Attended continuously. Large concentrations of birds invof arpt most activity between SR–SS up to 1500′ MSL. Rwy 18 CLOSED except for takeoff. Rwy 36 CLOSED indef. Rwy 18 dsplcd thld 2000′ indef. Rwy 04R runway visual range OTS indef. Rwy 04R and Rwy 22L runway visual range touchdown and rollout avbl. Acft not visible from twr on Twy M btn Cargo Apron and Twy F. Rwy 04L and Rwy 22R rwy visual range touchdown, midfield, and rollout avbl. Twy A marked for acft with wingspan less than 79′. Rwy 04L–22R NSTD edge marking at twy A. Twy A clsd north of Twy B indef. Twy B NSTD markings between Rwy 04L–22R and Twy P. Twy K clsd indef. Twy A clsd North of Twy K indef. Twy P clsd 1900′ NW of Twys B,C, and P intersections indef. Rwy 36 VASI OTS indef. No general aviation parking on terminal or cargo ramp. Cargo and terminal ramps are non–movement areas. Landing fee. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS (501) 376–0247. LLWAS.

**COMMUNICATIONS: D–ATIS** 125.65 (501) 324–2618 **UNICOM** 122.95
**LITTLE ROCK RCO** 122.55 (JONESBORO RADIO)
Ⓡ **LITTLE ROCK APP/DEP CON** 135.4 (042°–221°) 119.5 (222°–041°)
**TOWER** 118.7 **GND CON** 121.9 **CLNC DEL** 118.95 **PRE TAXI CLNC** 118.95

**AIRSPACE: CLASS C** svc ctc **APP CON**

**RADIO AIDS TO NAVIGATION:** NOTAM FILE LIT.
**LITTLE ROCK (H) VORTACW** 113.9 LIT Chan 86 N34°40.66′ W92°10.83′ 320° 3.8 NM to fld. 240/5E.
**LASKY NDB (LOM)** 353 LI N34°40.14′ W92°18.33′ 043° 5.4 NM to fld.
**ILS/DME** 111.3 I–CNL Chan 50 Rwy 04R. Class IA.
**ILS/DME** 110.3 I–LIT Chan 40 Rwy 04L. Class IB. LOM LASKY NDB. DME also serves Rwy 22R. Unusable byd 30° left of centerline. Unusable byd 15° right of centerline. GS unusable for coupled apchs blo 650′.
**ILS/DME** 110.3 I–AAY Chan 40 Rwy 22R. Class IIIE. DME also serves Rwy 04L.
**ILS/DME** 110.7 I–BWY Chan 44 Rwy 22L. LOC only. LOC offset 1.9°.
**ASR**

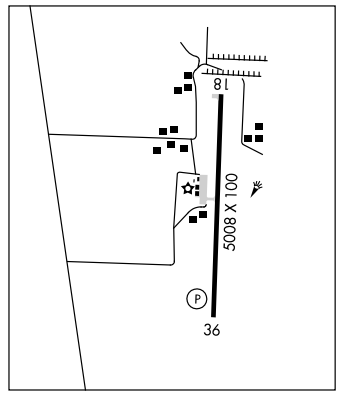
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258
**HELIPAD H1:** H50X50 (CONC)
**HELIPORT REMARKS:** Helipad H1 perimeter lgts.

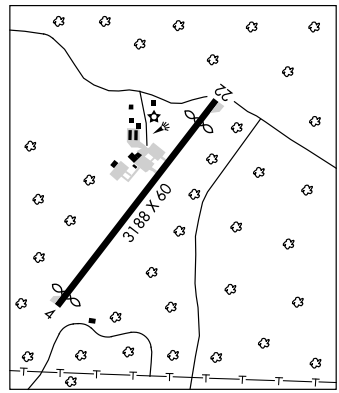
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**LOST BRIDGE VILLAGE** (See GARFIELD)

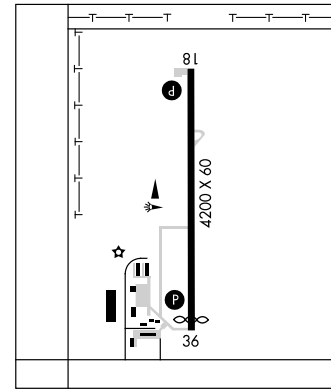
**MAGNOLIA MUNI** (AGO) 3 SE UTC−6(−5DT) N33°13.65′ W93°13.02′ MEMPHIS
319 B **FUEL** 100LL, JET A NOTAM FILE JBR H–61, L–17E
**RWY 18–36:** H5008X100 (ASPH) S–50, D–75, DT–130 MIRL 0.3% up S IAP
**RWY 18:** REIL. Trees.
**RWY 36:** REIL. PAPI(P2L)—GA 3.0° TCH 44′.
**AIRPORT REMARKS:** Attended Mon–Sat 1400–2300Z‡. For fuel after hrs call 870–904–1666.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **FORT WORTH CENTER APP/DEP CON** 128.2
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ELD.
**EL DORADO (H) VORTACW** 115.5 ELD Chan 102 N33°15.37′ W92°44.64′ 259° 23.9 NM to fld. 230/7E.



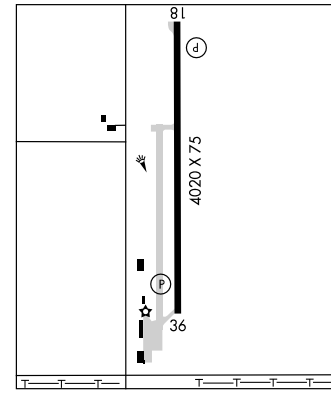

**MALVERN MUNI** (M78) 3 SE UTC−6(−5DT) N34°20.00′ W92°45.69′ MEMPHIS
538 B S4 **FUEL** 100LL NOTAM FILE JBR L–17E
**RWY 04–22:** H3188X60 (ASPH) S–10 MIRL IAP
**RWY 04:** Thld dsplcd 178′. Trees.
**RWY 22:** Thld dsplcd 376′. Trees.
**AIRPORT REMARKS:** Attended Mon–Fri 1400–2300Z‡. Remote control acft flying on and invof arpt. ACTIVATE MIRL Rwy 04–22—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **MEMPHIS CENTER APP/DEP CON** 128.475
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LIT.
**LITTLE ROCK (H) VORTACW** 113.9 LIT Chan 86 N34°40.66′ W92°10.83′ 230° 35.4 NM to fld. 240/5E.



**MANILA MUNI** (MXA) 2 NE UTC−6(−5DT) N35°53.67′ W90°09.28′ **MEMPHIS**
242 B S2 **FUEL** 100LL, JET A NOTAM FILE JBR **L–16H**
**RWY 18–36:** H4200X60 (ASPH) S–15 MIRL **IAP**
**RWY 18:** PAPI(P2R)—GA 4.0° TCH 31′. Tree.
**RWY 36:** PAPI(P2L)—GA 4.0° TCH 32′. Thld dsplcd 60′. Road. Rgt tfc.
**AIRPORT REMARKS:** Attended dalgt hours. For svc after hours call 870–561–4777, no fee. 24 hr self serve fuel avbl with credit card. Numerous agricultural acft ops from Feb–Nov 500′ AGL and below. ACTIVATE MIRL Rwy 18–36, PAPI Rwy 18 and Rwy 36—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**MEMPHIS CENTER APP/DEP CON** 120.075
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.
**GILMORE (L) VORW/DME** 113.0 GQE Chan 77 N35°20.82′ W90°28.69′ 022° 36.4 NM to fld. 211/4E.




**MARIANNA/LEE CO–STEVE EDWARDS FLD** (6M7) 3 W UTC−6(−5DT) N34°46.97′ W90°48.60′ **MEMPHIS**
219 B **FUEL** 100LL NOTAM FILE JBR **L–18F**
**RWY 18–36:** H4020X75 (ASPH) MIRL
**Rwy 18:** PAPI(P2L)—GA 3.0° TCH 52′. Tree.
**RWY 36:** PAPI(P2L)—GA 3.0° TCH 53′.
**AIRPORT REMARKS:** Attended Mon–Fri dalgt hours, Sat sunrise–1800Z‡. For fuel other hours call 870–295–4288. Rwy 36 75′ unlgtd p-line 2300′ S of thld. ACTIVATE MIRL Rwy 18–36—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.
**GILMORE (L) VORW/DME** 113.0 GQE Chan 77 N35°20.82′ W90°28.69′ 202° 37.5 NM to fld. 211/4E.

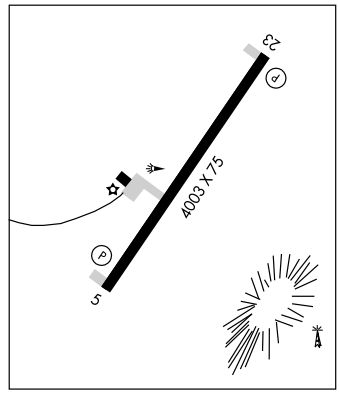



**MARION CO RGNL** (See FLIPPIN)

**MARKED TREE MUNI** (6M8) 1 E UTC−6(−5DT) N35°32.13′ W90°24.00′ **MEMPHIS**
219 B NOTAM FILE JBR
**RWY 18–36:** H2700X60 (ASPH) S–8 MIRL
**RWY 36:** Road.
**AIRPORT REMARKS:** Attended irregularly. Numerous agricultural acft ops from Feb–Nov 500′ AGL and below. 221′ twr 5391′ south of arpt on rwy centerline. ACTIVATE MIRL Rwy 18–36—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8

## MARSHALL

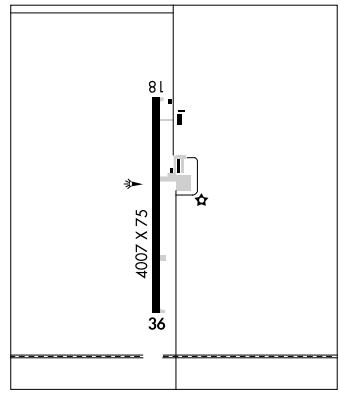
**SEARCY CO** (4A5) 1 SW UTC−6(−5DT) N35°53.82′ W92°39.54′ MEMPHIS
963 B **FUEL** 100LL NOTAM FILE JBR L–16G
**RWY 05–23:** H4003X75 (ASPH) S–12.5 MIRL
**RWY 05:** PAPI(P2L)—GA 3.25°.
**RWY 23:** PAPI(P2L)—GA 3.25°. P–line. Rgt tfc.
**AIRPORT REMARKS:** Unattended. For fuel call 870–404–1444. Deer on and invof arpt. Lgtd tower 2059′ MSL/299′ AGL on mountain top 1 mile E of arpt. ACTIVATE MIRL Rwy 05–23—CTAF.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FLP.
**FLIPPIN (L) VORW/DME** 112.8 FLP Chan 75 N36°17.98′ W92°27.50′ 199° 26.0 NM to fld. 780/3E.




**MARVELL** N34°34.50′ W90°40.46′ NOTAM FILE JBR. MEMPHIS
**(L) VORW/DME** 109.6 UJM Chan 33 at Thompson–Robbins. 241/1E. H–6J, L–18F
DME portion unusable 350°–135° byd 25 NM blo 2,800′.

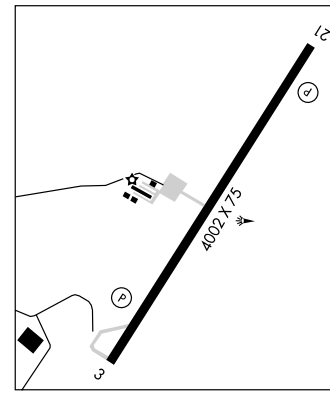
**MC CRORY–MORTON** (7MØ) 6 SE UTC−6(−5DT) N35°13.71′ W91°05.59′ MEMPHIS
222 NOTAM FILE JBR
**RWY 18–36:** H2400X20 (ASPH)
**AIRPORT REMARKS:** Unattended.
**COMMUNICATIONS: CTAF** 122.9

**Mc GEHEE MUNI** (7M1) 2 E UTC−6(−5DT) N33°37.21′ W91°21.89′ MEMPHIS
141 B NOTAM FILE JBR L–18F
**RWY 18–36:** H4007X75 (ASPH) S–12.5 MIRL IAP
**AIRPORT REMARKS:** Unattended. Rwy 36 turnaround has 3–4′ drop–off on east and north side.
**COMMUNICATIONS: CTAF** 122.9
**MONTICELLO RCO** 122.1R 111.6T (JONESBORO RADIO)
**MEMPHIS CENTER APP/DEP CON** 135.875
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.
**MONTICELLO (L) VOR/DME** 111.6 MON Chan 53 N33°33.72′ W91°42.94′ 075° 17.9 NM to fld. 280/4E.



**MELBOURNE MUNI–JOHN E MILLER FLD** (42A) 3 E UTC−6(−5DT) N36°04.26′ W91°49.81′ **KANSAS CITY**
**L–16G**
**IAP**

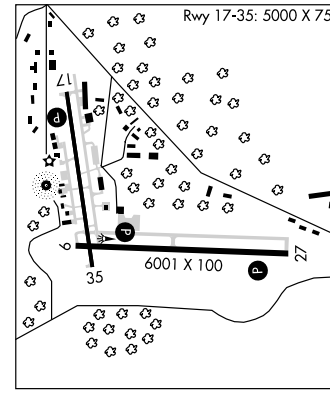
735 B S3 **FUEL** 100LL NOTAM FILE JBR
**RWY 03–21:** H4002X75 (ASPH) MIRL
**RWY 03:** PAPI(P2L)—GA 3.0° TCH 44′. Tree.
**RWY 21:** PAPI(P2L)—GA 3.0° TCH 34′.
**AIRPORT REMARKS:** Attended dalgt hrs. Fuel self serve with major credit card. Rwy 21 PAPI OTS indef. ACTIVATE MIRL Rwy 03–21—122.95.
**COMMUNICATIONS: CTAF** 122.9
**MEMPHIS CENTER APP/DEP CON** 126.85
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FLP.
**FLIPPIN (L) VORW/DME** 112.8 FLP Chan 75 N36°17.98′ W92°27.50′ 111° 33.5 NM to fld. 780/3E.




**MEMORIAL FLD** (See HOT SPRINGS)

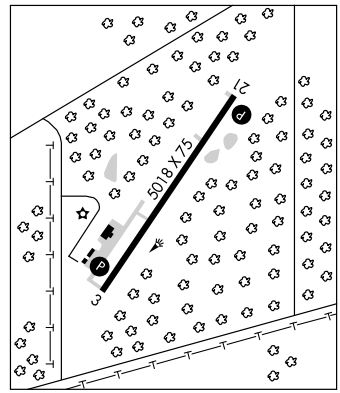
**MENA INTERMOUNTAIN MUNI** (MEZ) 2 SE UTC−6(−5DT) N34°32.72′ W94°12.16′ **MEMPHIS**
**H–6I, L–17E**
**IAP, AD**

1080 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE MEZ
**RWY 09–27:** H6001X100 (ASPH) S–75, D–200, ST 175, DT–300 HIRL 0.5% up W
**RWY 09:** REIL. PAPI(P4L)—GA 3.5° TCH 53′.
**RWY 27:** REIL. PAPI(P4L)—GA 3.0° TCH 53′.
**RWY 17–35:** H5000X75 (ASPH) S–75, D–100, ST 127, DT–160 MIRL 0.8% up S
**RWY 17:** PAPI(P4R)—GA 3.0° TCH 35′. Pole.
**RWY 35:** REIL. Tree.
**AIRPORT REMARKS:** Attended dawn–dusk. 1675′ mountain 13,000′ west of Rwy 27 thld. ACTIVATE HIRL Rwy 09–27, MIRL Rwy 17–35, REIL Rwy 09, Rwy 27, Rwy 35, PAPI Rwy 09, Rwy 27 and Rwy 17—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 118.025 (479) 394–5149.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **MEMPHIS CENTER APP/DEP CON** 126.1
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.
**RICH MOUNTAIN (L) VORTACW** 113.5 PGO Chan 82 N34°40.83′ W94°36.54′ 108° 21.4 NM to fld. 2700/4E.
**FENCH NDB (LOM)** 352 VM N34°32.35′ W094°04.38′ 270° 6.4 NM to fld.
**ILS/DME** 108.7 I–VMU Chan 24 Rwy 27. Class I. LOM FENCH NDB. ILS unmonitored indef.



**MONTICELLO MUNI/ELLIS FLD** (LLQ) 2 E UTC−6(−5DT) N33°38.31′ W91°45.06′ **MEMPHIS**
**H–6J, L–18F**
**IAP**

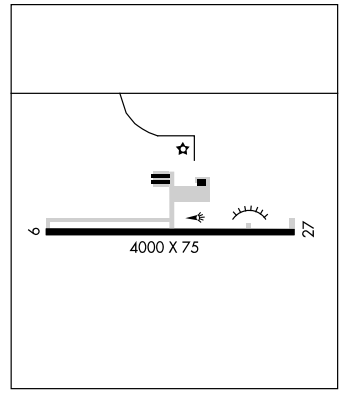
270 B S2 **FUEL** 100LL, JET A NOTAM FILE LLQ
**RWY 03–21:** H5018X75 (ASPH) S–17 MIRL 0.5% up SW
**RWY 03:** REIL. PAPI(P2L)—GA 3.0° TCH 52′. P-line.
**RWY 21:** REIL. PAPI(P2L)—GA 3.0° TCH 52′. Road.
**AIRPORT REMARKS:** Attended Mon–Fri 1400–2300Z‡. For arpt attendant after hrs call 870–367–5516 or 870–723–3940. Self service fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 03–21 and PAPI Rwy 03 and Rwy 21 and REIL Rwy 03 and Rwy 21—CTAF.
**WEATHER DATA SOURCES:** ASOS 133.325 (870) 367–1019.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RCO** 122.1R 111.6T (JONESBORO RADIO)
**MEMPHIS CENTER APP/DEP CON** 135.875
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.
**(L) VOR/DME** 111.6 MON Chan 53 N33°33.72′ W91°42.94′
335° 4.9 NM to fld. 280/4E.



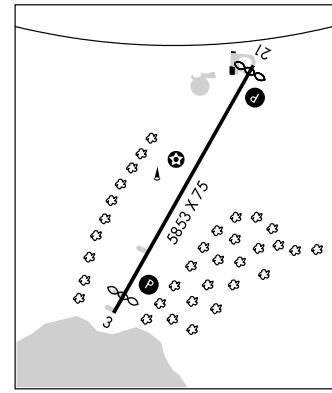

## MORRILTON

**MORRILTON MUNI** (BDQ) 2 SE UTC−6(−5DT) N35°08.17′ W92°42.81′ **MEMPHIS**
**L–17E**
**IAP**

321 B S4 **FUEL** 100LL, JET A NOTAM FILE JBR
**RWY 09–27:** H4000X75 (ASPH) S–4 MIRL 0.3% up W
**AIRPORT REMARKS:** Attended 1400–0000Z‡. Self service fuel with credit card. Ultralight activity on and invof arpt. Deer on and invof arpt. ACTIVATE MIRL Rwy 09–27—122.9.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **MEMPHIS CENTER APP/DEP CON** 128.475
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LIT.
**LITTLE ROCK (H) VORTACW** 113.9 LIT Chan 86 N34°40.66′ W92°10.83′ 311° 38.0 NM to fld. 240/5E.
**NDB (MHW)** 410 MPJ N35°07.12′ W92°55.51′ 077° 10.5 NM to fld. NOTAM FILE JBR. SHUTDOWN.

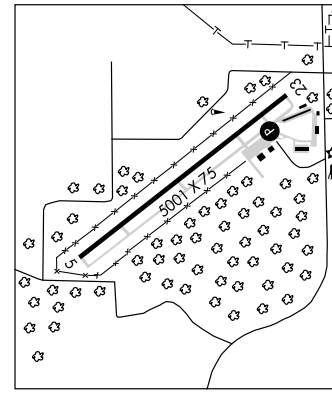


**PETIT JEAN PARK** (MPJ) 8 W UTC−6(−5DT) N35°08.33′ W92°54.55′ MEMPHIS
923 B NOTAM FILE JBR H–6I, L–17E
**RWY 03–21:** H5853X75 (ASPH) S–17 MIRL 0.6% up NE IAP
**RWY 03:** PAPI(P2R)—GA 4.0° TCH 36′. Thld dsplcd 450′. Trees.
**RWY 21:** PAPI(P2L)—GA 4.0° TCH 30′. Thld dsplcd 175′. Trees.
**AIRPORT REMARKS:** Unattended. Ultralight activity on and invof arpt. Deer on and invof arpt. ACTIVATE MIRL Rwy 03–21, PAPI Rwy 03 and Rwy 21—CTAF. PAPI Rwy 03 and Rwy 21 unavailable 0400–1000Z‡. ACTIVATE rotating bcn—CTAF. Bcn unavailable 0400–1000Z‡.
**COMMUNICATIONS: CTAF** 122.9
Ⓡ **MEMPHIS CENTER APP/DEP CON** 128.475
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LIT.
**LITTLE ROCK (H) VORTACW** 113.9 LIT Chan 86 N34°40.66′ W92°10.83′ 303° 45.3 NM to fld. 240/5E.
**MORRILTON NDB (MHW)** 410 MPJ N35°07.12′ W92°55.51′ 026° 1.4 NM to fld. NOTAM FILE JBR. SHUTDOWN.

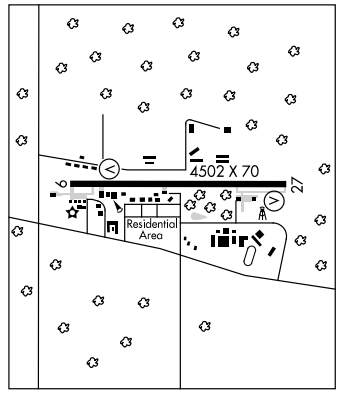



## MOUNTAIN HOME

**OZARK RGNL** (BPK) 4 NW UTC−6(−5DT) N36°22.14′ W92°28.23′ KANSAS CITY
928 B S4 **FUEL** 100LL, JET A NOTAM FILE BPK H–6I, L–16G
**RWY 05–23:** H5001X75 (ASPH) S–17 MIRL 0.3% up SW IAP
**RWY 05:** Road.
**RWY 23:** PAPI(P2L)—GA 4.0° TCH 45′. P–line.
**AIRPORT REMARKS:** Attended 1300–0030Z‡. No ARFF svcs avbl until further notice. ACTIVATE MIRL Rwy 05–23 and PAPI Rwy 23—CTAF.
**WEATHER DATA SOURCES:** ASOS 133.975 (870) 481–5946.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**MEMPHIS CENTER APP/DEP CON** 126.85
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FLP.
**FLIPPIN (L) VORW/DME** 112.8 FLP Chan 75 N36°17.98′ W92°27.50′ 349° 4.2 NM to fld. 780/3E.
**ILS/DME** 111.95 I–BPK Chan 56(Y) Rwy 05. GS unusable byd 3 degrees left of LOC course.

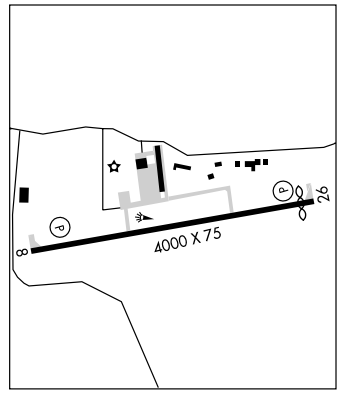


**MOUNTAIN VIEW WILCOX MEM FLD** (7M2) 2 E UTC−6(−5DT) N35°51.87′ W92°05.42′ **MEMPHIS**
805 B S4 **FUEL** 100LL OX 3 TPA—1805(1000) NOTAM FILE JBR **L–16G**
**RWY 09–27:** H4502X70 (ASPH) MIRL 0.5% up W **IAP**
**RWY 09:** VASI(V2L)—GA 3.0° TCH 54′. Building.
**RWY 27:** VASI(V2L)—GA 4.0° TCH 49′. Tower.
**AIRPORT REMARKS:** Attended Mon–Fri 1400–2300Z‡. Self–service fuel avbl 24 hrs with credit card. Rwy 27 has a 15′ dropoff 400′ from thld. Rwy 27 VASI OTS indef.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **MEMPHIS CENTER APP/DEP CON** 126.85
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ARG.
**WALNUT RIDGE (H) VORTAC** 114.5 ARG Chan 92 N36°06.60′ W90°57.22′ 251° 57.3 NM to fld. 260/4E. **HIWAS.**




## MOUNT IDA

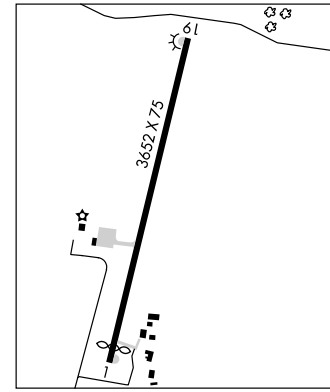
**BEARCE** (7M3) 5 E UTC−6(−5DT) N34°31.74′ W93°31.77′ **MEMPHIS**
644 B **FUEL** 100LL, JET A NOTAM FILE JBR **L–17E**
**RWY 08–26:** H4000X75 (ASPH) S–6.5, D–12.5 MIRL
**RWY 08:** PAPI(P2L)—GA 4.0° TCH 64.′ Tree.
**RWY 26:** PAPI(P2R)—GA 4.0° TCH 68′. Thld dsplcd 180′ Trees. Rgt tfc.
**AIRPORT REMARKS:** Attended dalgt hours. Self svc fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 08–26—CTAF.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LIT.
**LITTLE ROCK (H) VORTACW** 113.9 LIT Chan 86 N34°40.66′ W92°10.83′ 258° 67.4 NM to fld. 240/5E.



## NASHVILLE

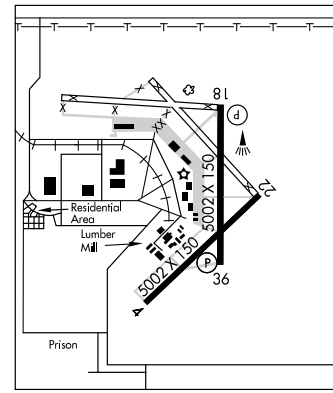
**HOWARD CO** (M77) 3 N UTC−6(−5DT) N33°59.81′ W93°50.29′ **MEMPHIS**
553 B NOTAM FILE JBR **L–17E**

**RWY 01–19:** H3652X75 (ASPH) S–8 MIRL
**RWY 01:** Thld dsplcd 115′.
**AIRPORT REMARKS:** Unattended. Rwy 19 turnaround has a 10′ drop off.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE TXK.
**TEXARKANA (H) VORTACW** 116.3 TXK Chan 110 N33°30.83′ W94°04.40′ 015° 31.2 NM to fld. 270/7E. **HIWAS.**

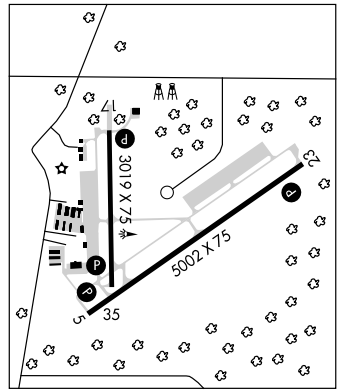



## NEWPORT MUNI

(M19) 5 NE UTC−6(−5DT) N35°38.26′ W91°10.58′ **MEMPHIS**
239 B S4 **FUEL** 100LL, JET A TPA—1239(1000) NOTAM FILE M19 **H–6J, L–16G**
**RWY 04–22:** H5002X150 (CONC) S–30 **IAP**
**RWY 04:** Rgt tfc.
**RWY 18–36:** H5002X150 (CONC) S–30 MIRL
**RWY 18:** REIL. PAPI(P4L)—GA 3.0° TCH 42′. P-line.
**RWY 36:** REIL. PAPI(P4L)—GA 3.0° TCH 31′. Rgt tfc.
**AIRPORT REMARKS:** Attended Mon–Sat 1400–2300Z‡, Sun 1900–2300Z‡. Self svc fuel avbl after hrs only with credit card. Numerous agricultural ops Mar–Jul. ACTIVATE MIRL Rwy 18–36—CTAF.
**WEATHER DATA SOURCES:** ASOS 118.15 (870) 523–2189.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **MEMPHIS CENTER APP/DEP CON** 120.075
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ARG.
**WALNUT RIDGE (H) VORTAC** 114.5 ARG Chan 92 N36°06.60′ W90°57.22′ 197° 30.3 NM to fld. 260/4E. **HIWAS.**



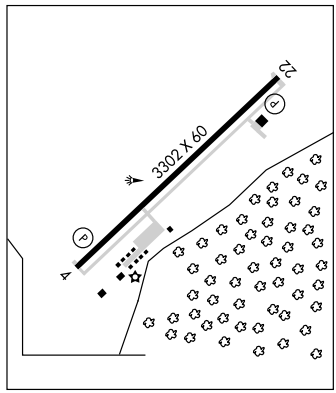
**NORTH LITTLE ROCK MUNI** (ORK) 6 N UTC−6(−5DT) N34°49.99′ W92°15.25′ **MEMPHIS**
545 B S4 **FUEL** 100LL, JET A TPA—1545(1000) NOTAM FILE JBR **H–6I, L–18F**
**RWY 05–23:** H5002X75 (CONC) S–30, D–60 MIRL 0.5% up SW **IAP**
**RWY 05:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
**RWY 23:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees. Rgt tfc.
**RWY 17–35:** H3019X75 (ASPH) S–17 MIRL
**RWY 17:** REIL. PAPI(P2L)—GA 3.0° TCH 41′. Ground. Rgt tfc.
**RWY 35:** REIL. PAPI(P2L)—GA 3.0° TCH 37′. Trees.
**AIRPORT REMARKS:** Attended 1400Z‡–dusk. For arpt access call 501–835–5654, 501–680–1607 or pager 501–680–1607. Deer on and invof arpt. Ultralight activity on and invof arpt. Calm wind tkf/ldg preferred to the North when possible. Rwy 05 REIL OTS indef. Rwy 23 REIL OTS indef. ACTIVATE MIRL Rwy 05–23 and Rwy 17–35, PAPI Rwy 05, Rwy 23, Rwy 17 and Rwy 35, and REIL Rwy 05, Rwy 23 and Rwy 17—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **LITTLE ROCK APP/DEP CON** 119.5 **CLNC DEL** 121.6 (501) 379–2908
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LIT.
**LITTLE ROCK (H) VORTACW** 113.9 LIT Chan 86 N34°40.66′ W92°10.83′ 334° 10.0 NM to fld. 240/5E.
**ILS/DME** 111.9 I–ORK Chan 56 Rwy 05. Class IE.




**NORTHWEST ARKANSAS RGNL** (See FAYETTEVILLE (SPRINGDALE))

**OSCEOLA MUNI** (7M4) 2 SW UTC−6(−5DT) N35°41.47′ W90°00.61′ **MEMPHIS**
234 B NOTAM FILE JBR **L–16H**
**RWY 01–19:** H3800X75 (ASPH) S–8.5 MIRL **IAP**
**RWY 01:** Tree. **RWY 19:** REIL. Pole.
**AIRPORT REMARKS:** Unattended. For arpt attendant call 870–563–5993. ACTIVATE MIRL Rwy 01–19 and REIL Rwy 19—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**MEMPHIS CENTER APP/DEP CON** 120.075
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.
**GILMORE (L) VORW/DME** 113.0 GQE Chan 77 N35°20.82′ W90°28.69′ 044° 30.8 NM to fld. 211/4E.

**OZARK–FRANKLIN CO** (7M5) 2 NW UTC−6(−5DT) N35°30.64′ W93°50.36′ **MEMPHIS**
648 B S4 **FUEL** 100LL NOTAM FILE JBR **L–16F**
**RWY 04–22:** H3302X60 (ASPH) S–12 MIRL 1.3% up NE **IAP**
**RWY 04:** PAPI(P2L)—GA 3.0°TCH 40′. Bldg.
**RWY 22:** PAPI(P2L)—GA 3.0°TCH 40′. Tree.
**AIRPORT REMARKS:** Attended Mon–Sat 1400–2300Z‡. ACTIVATE MIRL Rwy 04–22—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **RAZORBACK APP/DEP CON** 120.9 (1130–0500Z‡)
**MEMPHIS CENTER APP/DEP CON** 128.475 (0500–1130Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FSM.
**FORT SMITH (L) VORTACW** 110.4 FSM Chan 41 N35°23.31′ W94°16.29′ 064° 22.4 NM to fld. 430/7E. **HIWAS.**

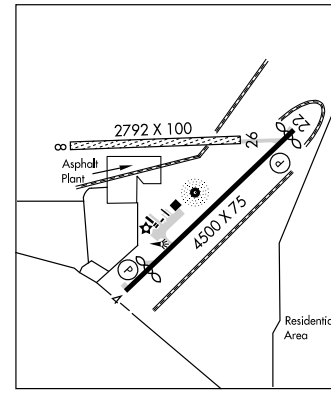



**OZARK RGNL** (See MOUNTAIN HOME)

**PARAGOULD** N36°03.77′ W90°30.66′ NOTAM FILE JBR. **ST LOUIS**
**NDB (MHW)** 383 PGR at Kirk Fld **L–16H**

## PARAGOULD

**KIRK FLD** (PGR) 1 NW UTC−6(−5DT) N36°03.83′ W90°30.55′ **ST LOUIS**
290 B **FUEL** 100LL, JET A TPA—1099(809) NOTAM FILE JBR **L–16H**
**RWY 04–22:** H4500X75 (ASPH) S–12.5 MIRL **IAP**
**RWY 04:** PAPI(P2L)—GA 3.0° TCH 21′. Thld dsplcd 489′. Road.
**RWY 22:** PAPI(P2L)—GA 4.0° TCH 60′. Thld dsplcd 148′. Road.
**RWY 08–26:** 2792X100 (TURF)
**RWY 08:** P-line. **RWY 26:** Trees.
**AIRPORT REMARKS:** Attended 1400–2300Z‡. Unlgtd twr 250′ AGL 1.7 miles ESE AER 04. Rwy 08–26 soft when wet. Windsock lgts OTS indef. ACTIVATE MIRL Rwy 04–22—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **MEMPHIS CENTER APP/DEP CON** 120.075
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ARG.
**WALNUT RIDGE (H) VORTAC** 114.5 ARG Chan 92 N36°06.60′ W90°57.22′ 093° 21.8 NM to fld. 260/4E. **HIWAS.**
**NDB (MHW)** 383 PGR N36°03.77′ W90°30.66′ at fld. NOTAM FILE JBR.




## PARIS (SUBIACO)

**PARIS MUNI** (7M6) 2 E UTC−6(−5DT) N35°17.94′ W93°40.90′ **MEMPHIS**
430 **FUEL** 100LL NOTAM FILE JBR
**RWY 03–21:** H2700X60 (ASPH) S–10 LIRL
**RWY 03:** Road. **RWY 21:** Tree.
**AIRPORT REMARKS:** Unattended. Prior arrangements rqr for fuel ctc 479–963–2450. Numerous agriculture ops Feb–Oct below 500′ above ground level.
**COMMUNICATIONS: CTAF** 122.9

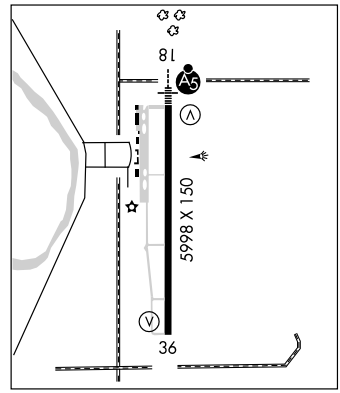
**PETIT JEAN PARK** (See MORRILTON)

**PIGGOTT MUNI** (7M7) 2 E UTC−6(−5DT) N36°22.69′ W90°09.98′ **ST LOUIS**
275 NOTAM FILE JBR
**RWY 18–36:** H2550X50 (ASPH) S–10 LIRL
**RWY 18:** Thld dsplcd 550′. **RWY 36:** Trees.
**AIRPORT REMARKS:** Unattended. South end of Rwy 18–36 flooded after heavy rain. ACTIVATE LIRL Rwy 18–36—CTAF.
**COMMUNICATIONS: CTAF** 122.9

**PINE BLUFF** N34°14.81′ W91°55.57′ NOTAM FILE PBF. **MEMPHIS**
**(L) VORW/DME** 116.0 PBF Chan 107 182° 4.4 NM to Grider Fld. 210/4E. **HIWAS.** **L–18F**
VOR portion unusable 170°–244° byd 31 NM blo 3,000′.
**RCO** 122.6 (JONESBORO RADIO)

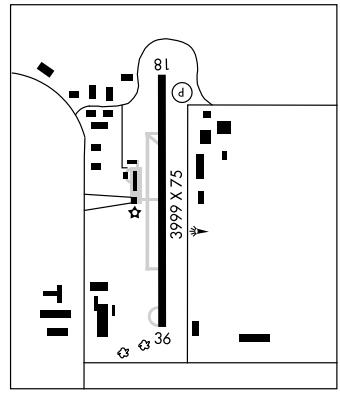
## PINE BLUFF

**GRIDER FLD** (PBF) 4 SE UTC−6(−5DT) N34°10.47′ W91°56.14′ **MEMPHIS**
206 B S4 **FUEL** 100LL, JET A TPA—1200(994) NOTAM FILE PBF **H–6J, L–18F**
**RWY 18–36:** H5998X150 (ASPH) S–40, D–56, DT–90 MIRL **IAP**
**RWY 18:** MALSR. VASI(V4L)—GA 3.0° TCH 52′.
**RWY 36:** VASI(V4L)—GA 3.0° TCH 52′.
**AIRPORT REMARKS:** Attended 1400–0000Z‡. For arpt attendant after hours call 870–540–9439. Self svc fuel avbl 24 hrs with credit card. Arpt CLOSED to air carrier with 30 or more passengers. Migratory birds invof arpt. Numerous AG ops on and invof arpt year round. ARFF normally avbl when arpt attended. ACTIVATE MIRL Rwy 18–36 and MALSR Rwy 18—CTAF.
**WEATHER DATA SOURCES:** ASOS 120.775 (870) 536–0228. **HIWAS** 116.0 PBF.
**COMMUNICATIONS: CTAF/UNICOM** 123.0
**PINE BLUFF RCO** 122.6 (JONESBORO RADIO)
Ⓡ **LITTLE ROCK APP/DEP CON** 119.85 **CLNC DEL** 119.85 (501) 379–2908
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PBF.
**PINE BLUFF (L) VORW/DME** 116.0 PBF Chan 107 N34°14.81′ W91°55.57′ 182° 4.4 NM to fld. 210/4E. **HIWAS.**
**ILS** 111.7 I–PBF Rwy 18. ILS unmonitored indef.



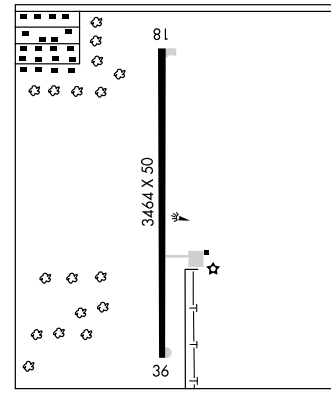

## POCAHONTAS MUNI

(M7Ø) 1 SE UTC−6(−5DT) N36°14.73′ W90°57.31′ **ST LOUIS**
273 B S4 **FUEL** 100LL, JET A NOTAM FILE JBR **L–16G**
**RWY 18–36:** H3999X75 (ASPH) S–19 MIRL **IAP**
**RWY 18:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Road.
**RWY 36:** Tree.
**AIRPORT REMARKS:** Attended 1400–2300Z‡. 24 hr self serve fuel avbl with credit card. Ultralight activity on and invof arpt. ACTIVATE MIRL Rwy 18–36 and REIL Rwy 18—122.7. PAPI Rwy 18 opr continuously.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **MEMPHIS CENTER APP/DEP CON** 120.075
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ARG.
**WALNUT RIDGE (H) VORTAC** 114.5 ARG Chan 92 N36°06.60′ W90°57.22′ 355° 8.1 NM to fld. 260/4E. **HIWAS.**



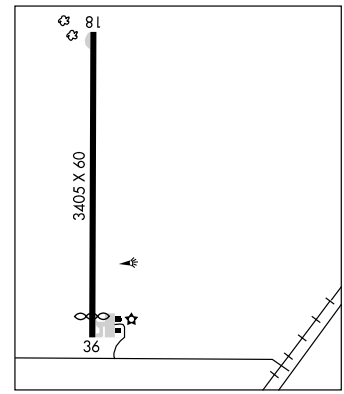
## PRESCOTT

**KIZER FLD** (4F7) 1 E UTC−6(−5DT) N33°48.23′ W93°21.73′ **MEMPHIS**
319 B NOTAM FILE JBR **L–17E**
**RWY 18–36:** H3464X50 (ASPH) S–12 MIRL
**RWY 18:** Road. **RWY 36:** Trees.
**AIRPORT REMARKS:** Unattended. Arpt gate locked from 0300–1100Z‡, call police for access 870–887–2676.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE TXK.
**TEXARKANA (H)VORTACW** 116.3 TXK Chan 110 N33°30.83′ W94°04.40′ 057° 39.6 NM to fld. 270/7E. **HIWAS.**

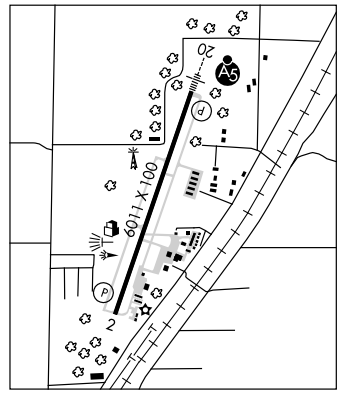



**RAZORBACK** N36°14.79′ W94°07.28′ NOTAM FILE JBR. **KANSAS CITY**
**(H)VORTACW** 116.4 RZC Chan 111 175° 4.2 NM to Springdale Muni. 1331/4E. **H–6I, L–16F**
VOR portion unusable:
310°–025° byd 22 NM blo 3000′.
025°–150° byd 22 NM blo 4000′.
150°–210° byd 22 NM blo 3500′.
210°–220° byd 22 NM blo 3000′.
DME portion unusable:
148°–160°
225°–240°

**RECTOR** (7M8) 2 SW UTC−6(−5DT) N36°15.00′ W90°19.17′ **ST LOUIS**
281 B NOTAM FILE JBR **L–16H**
**RWY 18–36:** H3405X60 (ASPH) S–5 MIRL
**RWY 18:** Tree. **RWY 36:** Thld dsplcd 266′. Road.
**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 18–36—CTAF.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE STL.
**MALDEN (L) VORTAC** 111.2 MAW Chan 49 N36°33.31′ W89°54.69′ 224° 26.9 NM to fld. 280/3E.

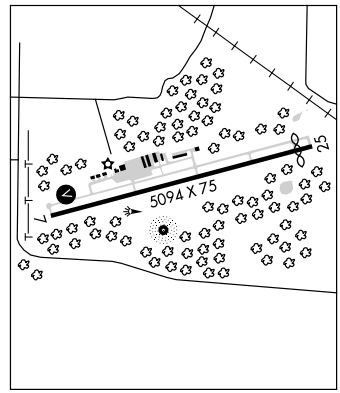


**ROGERS MUNI–CARTER FLD** (ROG) 2 N UTC−6(−5DT) N36°22.35′ W94°06.42′ **KANSAS CITY**
1359 B S4 **FUEL** 100LL, JET A OX 3 TPA—2358(999) NOTAM FILE ROG **H–6I, L–16F**
**RWY 02–20:** H6011X100 (ASPH) S–42, D–73 HIRL 0.3% up SW **IAP**
**RWY 02:** REIL. PAPI(P4L)—GA 3.0° TCH 55′. Trees.
**RWY 20:** MALSR. PAPI(P4L)—GA 3.0° TCH 61′.
**AIRPORT REMARKS:** Attended Mon–Fri 1130–0130Z‡ Sat–Sun 1400–0100Z‡. For fuel after hrs call 479–636–9400, fee charged. Bird activity on and invof arpt. Deer and coyote on and invof arpt. Rwy 20 designated calm wind rwy. No line of sight between rwy ends. ARFF available upon request. When twr clsd ACTIVATE HIRL Rwy 02–20, REIL Rwy 02, twy lgts and MALSR Rwy 20—CTAF. PAPI Rwy 02 and Rwy 20 operate continuously.
**WEATHER DATA SOURCES:** AWOS–3 134.375 (479) 631–9196. LAWRS.
**COMMUNICATIONS: CTAF** 119.375
Ⓡ **RAZORBACK APP/DEP CON** 126.6 (1130–0500Z‡) **CLNC DEL** 121.75
**MEMPHIS CENTER APP/DEP CON** 126.1 (0500–1130Z‡)
**TOWER** 119.375 (Mon–Fri 1130–0130Z‡, Sat–Sun 1400–0100Z‡)
**GND CON** 118.0
**AIRSPACE: CLASS D** svc Mon–Fri 1130–0130Z‡, Sat–Sun 1400–0100Z‡, other times CLASS E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.
**RAZORBACK (H) VORTACW** 116.4 RZC Chan 111 N36°14.79′ W94°07.28′ 001° 7.6 NM to fld. 1331/4E.
**ROGRS NDB (LOM)** 263 RO N36°27.67′ W94°04.17′ 199° 5.6 NM to fld.
**ILS/DME** 111.5 I–ROG Chan 52 Rwy 20. LOM ROGRS NDB. Unmonitored Tue–Fri 0830–1100Z‡, Fri 0230 to 1300Z‡ Sat, Sat 2300 to 1100Z‡ Mon. GS unusable beyond 5° right of course. GS unusable for auto coupled apchs blo 1632′.



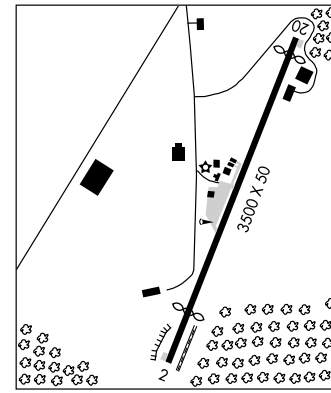

**ROGRS** N36°27.67′ W94°04.17′ NOTAM FILE ROG. **KANSAS CITY**
**NDB (LOM)** 263 RO 199° 5.6 NM to Rogers Muni–Carter Fld. **L–16F**

**RUSSELLVILLE RGNL** (RUE) 2 SE UTC−6(−5DT) N35°15.55′ W93°05.60′ **MEMPHIS**
404 B S4 **FUEL** 100LL, JET A TPA—1407(1005) NOTAM FILE RUE **H–6I, L–16F**
**RWY 07–25:** H5094X75 (ASPH) S–32, D–46 MIRL 0.7% up NE **IAP**
**RWY 07:** VASI(V2L)—GA 3.0° TCH 49′. Tree.
**RWY 25:** Thld dsplcd 300′. Tree.
**AIRPORT REMARKS:** Attended 1400Z‡–dusk. For service after hours call 479–857–4074 or 479–857–4076. PAEW invof rwy. Deer invof rwy. Flocks of migratory birds invof arpt. ACTIVATE VASI Rwy 07—CTAF.
**WEATHER DATA SOURCES:** ASOS 132.475 (479) 968–2267.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
Ⓡ **MEMPHIS CENTER APP/DEP CON** 128.475
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LIT.
**LITTLE ROCK (H) VORTACW** 113.9 LIT Chan 86 N34°40.66′ W92°10.83′ 303° 57.0 NM to fld. 240/5E.
**NDB (MHW)** 379 RUE N35°15.43′ W93°05.68′ at fld. NOTAM FILE RUE. Unusable 320°–345° byd 20 NM. NDB unmonitored.



**SALEM** (7M9) 1 S UTC−6(−5DT) N36°21.35′ W91°49.86′ **KANSAS CITY**
787 B NOTAM FILE JBR **L–16G**

**RWY 02–20:** H3500X50 (ASPH) MIRL
**RWY 02:** Thld dsplcd 1233′. Hill.
**RWY 20:** Thld dsplcd 248′. Tree.
**AIRPORT REMARKS:** Unattended. Rwy 02 has 3′ ditch at end of rwy extending 700′ along east side of rwy. ACTIVATE MIRL Rwy 02–20—CTAF.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ARG.
**WALNUT RIDGE (H) VORTAC** 114.5 ARG Chan 92 N36°06.60′ W90°57.22′ 285° 45.1 NM to fld. 260/4E. **HIWAS.**

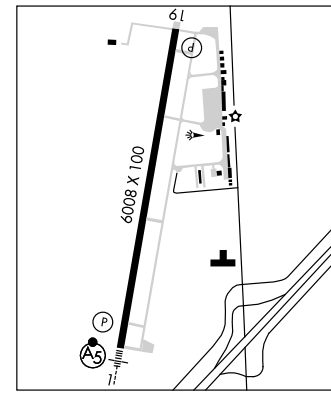



**SALINE CO RGNL** (See BENTON)

**SALLY WOFORD** (See WEINER)

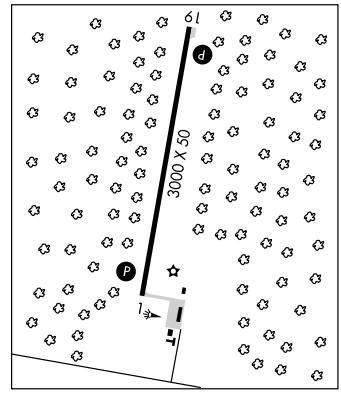
**SEARCY CO** (See MARSHALL)

**SEARCY MUNI** (SRC) 3 S UTC−6(−5DT) N35°12.64′ W91°44.25′ **MEMPHIS**
265 B S4 **FUEL** 100LL, JET A TPA—1065(800) NOTAM FILE SRC **H–6J, L–16G**
**RWY 01–19:** H6008X100 (ASPH) S–24 MIRL 0.5% up N **IAP**
**RWY 01:** MALSR. PAPI(P4L)—GA 3.0° TCH 57′.
**RWY 19:** REIL. PAPI(P4L)—GA 3.0° TCH 40′. Tree.
**AIRPORT REMARKS:** Attended dalgt hours. 100LL avbl self serve with credit card. For JET A fuel or svc after hours call 501–279–1080. Numerous gyrocopter ops dalgt hours. Numerous student pilot ops. No line of sight between rwy ends—small acft. MIRL Rwy 01–19 preset low ints, to increase ints ACTIVATE—CTAF.
**WEATHER DATA SOURCES:** ASOS 128.325 (501) 268–4280.
**COMMUNICATIONS: CTAF/UNICOM** 122.7
**LITTLE ROCK APP/DEP CON** 119.75 **CLNC DEL** 119.75 (501) 379–2908
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LIT.
**LITTLE ROCK (H) VORTACW** 113.9 LIT Chan 86 N34°40.66′ W92°10.83′ 029° 38.7 NM to fld. 240/5E.
**CERCY NDB (LOM)** 375 DS N35°07.35′ W91°45.70′ 011° 5.4 NM to fld.
**ILS/DME** 110.1 I–DSY Chan 38 Rwy 01. Class IE. LOM CERCY NDB. ILS unmonitored indef.




**SHARP COUNTY RGNL** (See ASH FLAT)

**SHERIDAN MUNI** (9M8) 3 E UTC−6(−5DT) N34°19.71′ W92°21.06′ **MEMPHIS**
232 B S2 **FUEL** 100LL NOTAM FILE JBR **L–18F**
**RWY 01–19:** H3000X50 (ASPH) S–12.5 MIRL
**RWY 01:** PAPI(P2L)—GA 3.0° TCH 30′. Trees.
**RWY 19:** PAPI(P2L)—GA 3.0° TCH 30′. Trees.
**AIRPORT REMARKS:** Attended 1400–2330Z‡. Self svc fuel avbl 24 hrs with credit card. ACTIVATE MIRL Rwy 01–19 and PAPI Rwy 01 and Rwy 19—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RADIO AIDS TO NAVIGATION:** NOTAM FILE LIT.
**LITTLE ROCK (H) VORTACW** 113.9 LIT Chan 86 N34°40.66′ W92°10.83′ 197° 22.6 NM to fld. 240/5E.



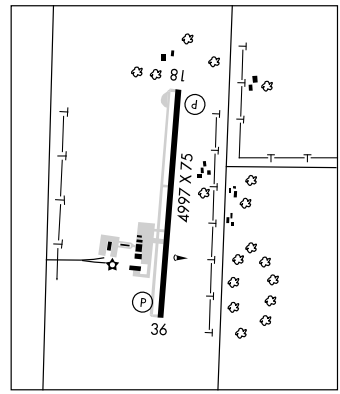

## SHERRILL

**SMITH'S INTL** (99A) 1 NW UTC−6(−5DT) N34°24.37′ W91°57.53′ **MEMPHIS**
218 S4 NOTAM FILE JBR
**RWY 17–35:** 3800X75 (TURF)
**RWY 17:** Road. **RWY 35:** Rgt tfc.
**AIRPORT REMARKS:** Unattended.
**COMMUNICATIONS: CTAF** 122.9

**SILOAM SPRINGS** N36°11.36′ W94°29.31′ NOTAM FILE JBR. **KANSAS CITY**
**NDB (MHW)** 284 SLG at Smith Fld. VFR only.

## SILOAM SPRINGS

**SMITH FLD** (SLG) 3 NE UTC−6(−5DT) N36°11.51′ W94°29.40′ **KANSAS CITY**
1191 B S4 **FUEL** 100LL, JET A NOTAM FILE SLG **L–16F**
**RWY 18–36:** H4997X75 (ASPH) S–24 HIRL 0.3% up N **IAP**
**RWY 18:** REIL. PAPI(P2L)—GA 3.0° TCH 52′.
**RWY 36:** REIL. PAPI(P2L)—GA 3.0° TCH 52′.
**AIRPORT REMARKS:** Attended Mon–Fri 1400–0000Z‡, Sat 1500–0000Z‡, Sun 1700–0000Z‡. For svc after hrs call 479–427–0845. 100LL available 24 hrs with credit card. ACTIVATE HIRL Rwy 18–36—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 118.375 (479) 524–9893.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **RAZORBACK APP/DEP CON** 121.0 (1130–0500Z‡)
**MEMPHIS CENTER APP/DEP CON** 126.1 (0500–1130Z‡)
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.
**RAZORBACK (H) VORTACW** 116.4 RZC Chan 111 N36°14.79′ W94°07.28′ 256° 18.2 NM to fld. 1331/4E.
**SILOAM SPRINGS NDB (MHW)** 284 SLG N36°11.36′ W94°29.31′ at fld. VFR only.

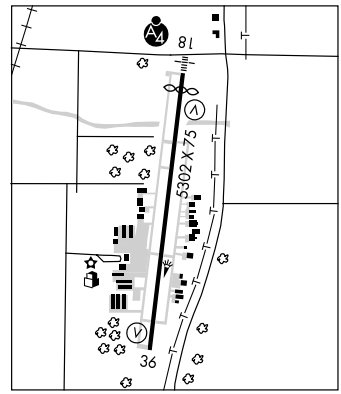



**SMITH FLD** (See SILOAM SPRINGS)

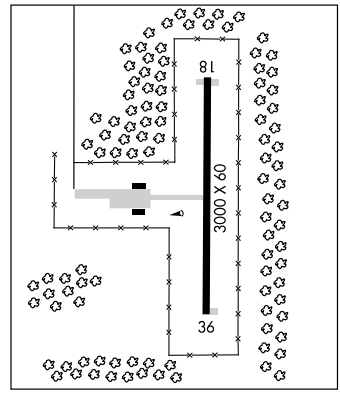
**SMITH'S INTL** (See SHERRILL)

**SOUTH ARKANSAS RGNL AT GOODWIN FLD** (See EL DORADO)

**SPRINGDALE MUNI** (ASG) 1 SE UTC−6(−5DT) N36°10.58′ W94°07.16′ **KANSAS CITY**
1353 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE ASG **H–6I, L–16F**
**RWY 18–36:** H5302X75 (ASPH) S–35, D–50, DT–90 HIRL **IAP, AD**
**RWY 18:** MALSF. VASI(V2L)—GA 3.0° TCH 34′. Thld dsplcd 363′.
**RWY 36:** VASI(V2L)—GA 3.0° TCH 36′. Trees.
**AIRPORT REMARKS:** Attended 1200–0300Z‡. For svc after hours call 479–751–4462. 100LL avbl 24 hrs self serve with credit card. Sequenced flashing lgts OTS indef. ACTIVATE HIRL Rwy 18–36—CTAF. When twr closed ACTIVATE MALSF Rwy 18—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 124.675 (479) 750–2967. LAWRS (1200–0300Z‡).
**COMMUNICATIONS: CTAF** 118.2 **UNICOM** 122.95
Ⓡ **RAZORBACK APP/DEP CON** 126.6 (1130–0500Z‡).
**MEMPHIS CENTER APP/DEP CON** 126.1 (0500–1130Z‡)
**TOWER** 118.2 (1200–0300Z‡.) **GND CON** 121.6
**AIRSPACE: CLASS D** svc 1200–0300Z‡ other times CLASS E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.
**RAZORBACK (H) VORTACW** 116.4 RZC Chan 111 N36°14.79′ W94°07.28′ 175° 4.2 NM to fld. 1331/4E.
**ILS** 110.9 I–ASG Rwy 18. Unmonitored. GS unusable for coupled apchs blo 1870′.

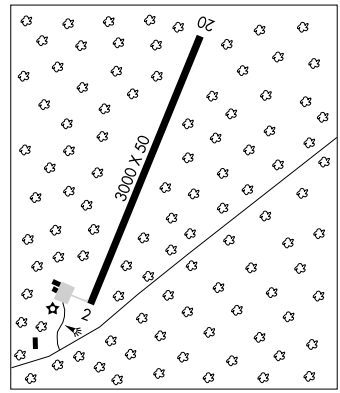



**STAR CITY MUNI** (55M) 2 SW UTC−6(−5DT) N33°55.59′ W91°51.67′ **MEMPHIS**
398 NOTAM FILE JBR **L–18F**
**RWY 18–36:** H3000X60 (ASPH) S–4
**RWY 18:** Tree. **RWY 36:** Brush.
**AIRPORT REMARKS:** Unattended. 4″ dropoff on east side of Rwy 18–36.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PBF.
**PINE BLUFF (L) VORW/DME** 116.0 PBF Chan 107 N34°14.81′ W91°55.57′ 166° 19.5 NM to fld. 210/4E. **HIWAS.**



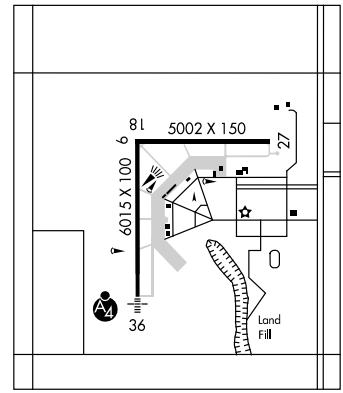
## STEPHENS

**WILSON** (4F8) 2 NE UTC−6(−5DT) N33°26.59′ W93°03.26′ MEMPHIS
230 B NOTAM FILE JBR L–17E
**RWY 02–20:** H3000X50 (ASPH) S–4 MIRL
**RWY 02:** Brush. **RWY 20:** Deer stand.
**AIRPORT REMARKS:** Unattended. Deer on and invof arpt, deer feeder on rwy.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ELD.
**EL DORADO (H) VORTACW** 115.5 ELD Chan 102 N33°15.37′ W92°44.64′ 299° 19.2 NM to fld. 230/7E.



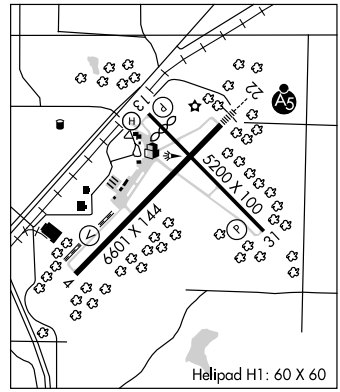

**STUTT** N34°30.35′ W91°34.89′ NOTAM FILE SGT. MEMPHIS
**NDB (LOM)** 338 TT 001° 5.6 NM to Stuttgart Muni. L–18F

**STUTTGART MUNI** (SGT) 7 N UTC−6(−5DT) N34°35.97′ W91°34.50′ MEMPHIS
224 B S2 **FUEL** 100LL, JET A NOTAM FILE SGT H–6J, L–18F
**RWY 18–36:** H6015X100 (ASPH–GRVD) S–75, D–150, DT–200, DDT–300 MIRL IAP
**RWY 18:** REIL. **RWY 36:** MALSF.
**RWY 09–27:** H5002X150 (CONC) S–25, D–65, DT–120 MIRL
**AIRPORT REMARKS:** Attended Nov–Jan 1400–0100Z‡, Feb–Oct, Mon–Sat 1400–2300Z‡, Sun on call. For arpt attendant on Sun call 870–672–2005. 100LL avbl 24 hrs self–serve with credit card. For fuel nights call 870–673–2360. Migratory birds on and in vicinity of arpt Nov–Feb. Numerous agricultural acft ops from Feb–Sep 500′ AGL and below. ACTIVATE MIRL Rwy 09–27 and Rwy 18–36, MALSF Rwy 36—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 119.025 (870) 673–1884.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
Ⓡ **LITTLE ROCK APP/DEP CON** 135.4 **CLNC DEL** 123.7 (501) 918–4608
**RADIO AIDS TO NAVIGATION:** NOTAM FILE PBF.
**PINE BLUFF (L) VORW/DME** 116.0 PBF Chan 107 N34°14.81′ W91°55.57′ 035° 27.4 NM to fld. 210/4E. **HIWAS.**
**NDB (MHW)** 269 SGT N34°39.87′ W91°35.51′ 166° 4.0 NM to fld. NOTAM FILE JBR.
**STUTT NDB (LOM)** 338 TT N34°30.35′ W091°34.89′ 001° 5.6 NM to fld.
**ILS/DME** 110.55 I–TTL Chan 42(Y) Rwy 36. Class IE. LOM STUTT NDB. ILS unmonitored indef.




**TECCO** N33°31.45′ W93°54.36′ NOTAM FILE TXK. MEMPHIS
**NDB (LOM)** 234 TX 220° 6.0 NM to Texarkana Rgnl–Webb Fld. L–17E

**TEXARKANA RGNL–WEBB FLD** (TXK) 3 NE UTC–6(–5DT) N33°27.22′ W93°59.46′ **MEMPHIS**
390 B S4 **FUEL** 100LL, JET A OX 3 TPA—1201(811) Class I, ARFF Index A **H–6I, L–17E**
NOTAM FILE TXK **IAP, AD**




**RWY 04–22:** H6601X144 (ASPH–GRVD) S–50, D–86, DT–120
HIRL 0.7% up NE
**RWY 04:** VASI(V4L)—GA 3.0° TCH 52′. Trees.
**RWY 22:** MALSR. Trees.
**RWY 13–31:** H5200X100 (ASPH–GRVD) S–25 MIRL
0.5% up SE
**RWY 13:** PAPI(P4L). Thld dsplcd 641′. Road.
**RWY 31:** PAPI(P4L)—GA 3.0° TCH 40′. Tree.
**RUNWAY DECLARED DISTANCE INFORMATION**
**RWY 04:** TORA–6601 TODA–6601 ASDA–6601 LDA–6601
**RWY 13:** TORA–5200 TODA–5200 ASDA–5200 LDA–4559
**RWY 22:** TORA–6601 TODA–6601 ASDA–6601 LDA–6601
**RWY 31:** TORA–5200 TODA–5200 ASDA–4559 LDA–4559
**AIRPORT REMARKS:** Attended 1200–0400Z‡. Deer on and invof arpt. When twr clsd ACTIVATE HIRL Rwy 04–22, MIRL Rwy 13–31, MALSR Rwy 22—CTAF. NOTE: See SPECIAL NOTICE—Controlled Firing.
**COMMUNICATIONS: CTAF** 123.875 **ATIS** 120.2
**RCO** 122.45 (JONESBORO RADIO)
Ⓡ **FORT WORTH CENTER APP/DEP CON** 123.925
**TOWER** 123.875 (1200–0400Z‡) **GND CON** 119.225
**AIRSPACE: CLASS D** svc 1200–0400Z‡ other times CLASS E.
**RADIO AIDS TO NAVIGATION:** NOTAM FILE TXK.
**(H) VORTACW** 116.3 TXK Chan 110 N33°30.83′ W94°04.40′ 124° 5.5 NM to fld. 270/7E. **HIWAS.**
**TECCO NDB (LOM)** 234 TX N33°31.45′ W93°54.36′ 220° 6.0 NM to fld.
**ILS/DME** 111.9 I–TXK Chan 56 Rwy 22. Class IB. LOM TECCO NDB. Unmonitored when tower closed.

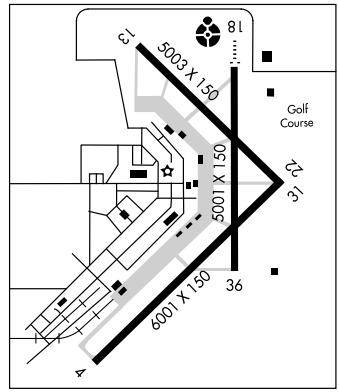
**HELIPAD H1:** H60X60 (CONC–ASPH) S–21
**HELIPORT REMARKS:** Helipad H1 perimeter lgts. Helipad H1 three lgtd helicopter parking pads south of helipad. ACTIVATE perimeter lgts Helipad H1—CTAF.

**THOMPSON–ROBBINS** (See HELENA/WEST HELENA)

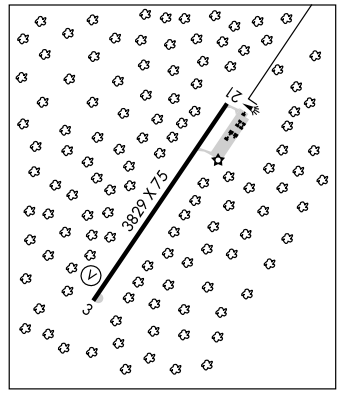
**TONEYVILLE** N34°57.15′ W92°01.17′ NOTAM FILE LRF. **MEMPHIS**
**NDB (MHW/LOM)** 290 TYV 247° 6.6 NM to Little Rock AFB. No NOTAM MP Fri 1000–1430Z‡. **L–18F**

**WALDRON MUNI** (M27) 2 SW UTC–6(–5DT) N34°52.56′ W94°06.56′ **MEMPHIS**
695 B NOTAM FILE JBR **L–17E**
**RWY 09–27:** H4000X40 (ASPH) S–4 MIRL
**RWY 09:** Trees. **RWY 27:** Tree.
**AIRPORT REMARKS:** Attended 1400–0000Z‡. Ultralight activity on and invof arpt. ACTIVATE MIRL Rwy 09–27—CTAF.
**COMMUNICATIONS: CTAF** 122.9
**RADIO AIDS TO NAVIGATION:** NOTAM FILE MLC.
**RICH MOUNTAIN (L) VORTACW** 113.5 PGO Chan 82 N34°40.83′ W94°36.54′ 060° 27.3 NM to fld. 2700/4E.

**WALNUT RIDGE RGNL** (ARG) 4 NE UTC−6(−5DT) N36°07.48′ W90°55.51′ **KANSAS CITY**
279 B S4 **FUEL** 100LL, JET A NOTAM FILE ARG **H–6J, L–16G**
**RWY 13–31:** H5003X150 (CONC) S–40, D–60, DT–110 **IAP**
**RWY 13:** Road. **RWY 31:** Berm.
**RWY 04–22:** H6001X150 (ASPH) S–40, D–60, DT–110 MIRL
**RWY 18–36:** H5001X150 (CONC) S–40, D–60, DT–110 MIRL
**RWY 18:** ODALS. REIL. Tree.
**AIRPORT REMARKS:** Attended continuously. If arpt attendant not avbl, call 870–886–5432/7226 or 501–412–1271. Government contract fuel avbl. ACTIVATE MIRL Rwy 04–22 and ODALS Rwy 18—CTAF.
**WEATHER DATA SOURCES:** AWOS–3 135.925 (870) 886–2537. **HIWAS** 114.5 ARG.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RCO** 122.1R 114.5T (JONESBORO RADIO)
Ⓡ **MEMPHIS CENTER APP/DEP CON** 120.075
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ARG.
**(H) VORTAC** 114.5 ARG Chan 92 N36°06.60′ W90°57.22′ 054° 1.6 NM to fld. 260/4E. **HIWAS.**
**LAWRENCE CO NDB (MHW)** 227 TNZ N36°12.34′ W90°55.39′ 180° 4.9 NM to fld. Unmonitored 2300–1300Z‡.
**ILS** 111.1 I–ARG Rwy 18. LOC only. LOC unmonitored 2300–1300Z‡.



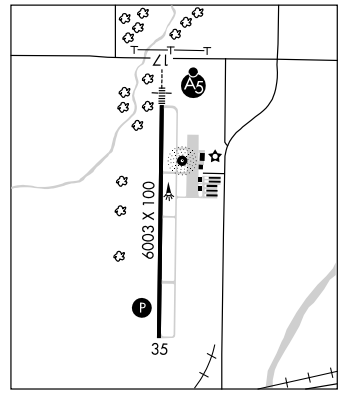

**WARREN MUNI** (3M9) 3 S UTC−6(−5DT) N33°33.63′ W92°05.12′ **MEMPHIS**
235 B **FUEL** 100LL NOTAM FILE JBR **L–18F**
**RWY 03–21:** H3829X75 (ASPH) S–4 LIRL 1.0% up NE **IAP**
**RWY 03:** VASI(V2L)—GA 3.0° TCH 20′. Trees.
**RWY 21:** Road.
**AIRPORT REMARKS:** Unattended. Self svc fuel avbl 24 hrs with credit card. For services call 870–226–6743/3703. Ultralight activity invof arpt. Deer on and invof arpt. Ctc police on 122.85 or 870–226–3703 to clear rwy.
**COMMUNICATIONS: CTAF** 122.9
Ⓡ **MEMPHIS CENTER APP/DEP CON** 135.875
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.
**MONTICELLO (L) VOR/DME** 111.6 MON Chan 53 N33°33.72′ W91°42.94′ 266° 18.5 NM to fld. 280/4E.




## WEINER

**SALLY WOFFORD** (8M2) 3 S UTC−6(−5DT) N35°35.42′ W90°54.82′ **MEMPHIS**
245 NOTAM FILE JBR
**RWY 01–19:** H2330X160 (ASPH–TURF)
**AIRPORT REMARKS:** Unattended. Numerous agricultural acft ops. Rwy 01–19 north end of rwy asphalt 2000′ by 28′.
**COMMUNICATIONS: CTAF** 122.9

**WEST MEMPHIS MUNI** (AWM) 3 W UTC−6(−5DT) N35°08.10′ W90°14.07′ **MEMPHIS**
212 B S4 **FUEL** 100LL, JET A NOTAM FILE AWM **H–6J, L–16H**
**RWY 17–35:** H6003X100 (CONC) S–30, D–45 MIRL **IAP**
**RWY 17:** MALSR. REIL.
**RWY 35:** REIL. PAPI(P4L)—GA 3.0° TCH 40′.
**AIRPORT REMARKS:** Attended 1300–0100Z‡. For svc after hrs call 870–735–4656, fee charged. 100LL avbl 24 hr self service with credit card. MIRL Rwy 17–35 preset low ints, to increase ints and ACTIVATE MALSR Rwy 17, PAPI Rwy 35, and REIL Rwy 17 and Rwy 35—CTAF.
**WEATHER DATA SOURCES:** ASOS 118.175 (870) 733–9987.
**COMMUNICATIONS: CTAF/UNICOM** 123.05
Ⓡ **MEMPHIS APP CON** 119.1 126.7
Ⓡ **MEMPHIS DEP CON** 124.65
**MEMPHIS CLNC DEL** 121.7
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.
**GILMORE (L) VORW/DME** 113.0 GQE Chan 77 N35°20.82′ W90°28.69′ 133° 17.5 NM to fld. 211/4E.
**NDB (MHW)** 362 AWM N35°08.36′ W90°13.95′ at fld. NOTAM FILE AWM. NDB OTS indef. SHUTDOWN.
**ILS** 110.7 I–LWR Chan 44 Rwy 17. ILS unmonitored indef.

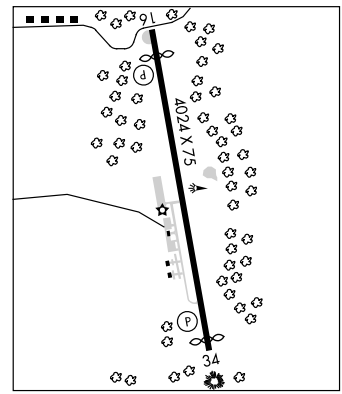



**WILSON** (See STEPHENS)

**WIZER** N35°21.25′ W94°13.02′ NOTAM FILE FSM. **MEMPHIS**
**NDB (LOM)** 223 FS 257° 7.5 NM to Fort Smith Rgnl. **L–13D, 14E**
Unmonitored when Fort Smith Rgnl tower closed.

**WOODRUFF CO** (See AUGUSTA)

**WYNNE MUNI** (M65) 1 NE UTC−6(−5DT) N35°13.90′ W90°45.69′ **MEMPHIS**
370 B S4 **FUEL** 100LL NOTAM FILE JBR **L–16H**
**RWY 16–34:** H4024X75 (ASPH) S–4 MIRL
**RWY 16:** PAPI(P2R)—GA 3.0° TCH 72′. Thld dsplcd 344′. Tree.
**RWY 34:** PAPI(P2L)—GA 3.0° TCH 63′. Thld dsplcd 209′. Tree. Rgt tfc.
**AIRPORT REMARKS:** Attended Mon–Fri daylight hours. Fuel avbl self service with credit card system only. Rwy 16 PAPI OTS indef. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 16–34—CTAF.
**COMMUNICATIONS: CTAF/UNICOM** 122.8
**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.
**GILMORE (L) VORW/DME** 113.0 GQE Chan 77 N35°20.82′ W90°28.69′ 240° 15.5 NM to fld. 211/4E.




**Z M JACK STELL FLD** (See CROSSETT)

## 2010 U.S. & CANADIAN MILITARY AERIAL AIRCRAFT/PARACHUTE DEMONSTRATIONS

During CY 2010, the U.S. and Canadian Military Aerial Demonstration Teams (Thunderbirds, Blue Angels, Snowbirds, and Golden Knights) will be performing on the dates and locations listed below.

Pilots should expect Temporary Flight Restrictions (TFR) in accordance with 14 CFR Section 91.145, Management of aircraft operations in the vicinity of aerial demonstrations and major sporting events. The dimensions and effective times of the TFRs may vary based upon the specific aerial demonstration event and will be issued via the U.S. NOTAM system. Pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding these airspace restrictions.

The currently scheduled 2010 aerial demonstration locations, subject to change without notice, are:

| DATE: | | USAF Thunderbirds | USN Blue Angels | USA Golden Knights | Canadian Snowbirds |
|---|---|---|---|---|---|
| June | 5-6 | Ocean City, MD | Eau Claire, WI | Eau Claire, WI | |
| | 5-6 | | | Florence, SC | |
| | 12-13 | | Milwaukee, WI | Milwaukee, WI | |
| | 19-20 | Tinker AFB, OK | Cape Girardeau, MO | | |
| | 19-21 | | | Cape Girardeau, MO | |
| | 23 | | | Ft McNair, VA | |
| | 26-27 | North Kingstown, RI | St. Cloud, MN | | |
| | 26-27 | | | Fairmont, NC | |
| | | | | | |
| July | 3 | | | Madison, WI | |
| | 3 | | | Dubuque, IA | |
| | 3-4 | | Traverse City, MI | | |
| | 10 | | Pensacola Beach, FL | | |
| | 10-11 | Gary, IN | | Gary, IN | |
| | 17-18 | Duluth, MN | Dayton, OH | | |
| | 24-25 | Fairchild AFB, WA | Idaho Falls, ID | | |
| | 28 | Cheyenne, WY | | | |
| | 29 | | | Goshen, IN | |
| | 29 | | | Ft AP Hill, VA | |
| | 31 | Rockford, IL | Anchorage, AK | Rockford, IL | Elmendorf AFB, AK |
| August | 1 | Rockford, IL | Anchorage, AK | Rockford, IL | Elmendorf AFB, AK |
| | 7-8 | Point Mugu NAS, CA | Seattle, WA | New Castle, PA | |
| | 14-15 | | Chicago, IL | Chicago, IL | |
| | 21-22 | Westfield, MA | | Westfield, MA | |
| | 25 | | | Atlantic City, NJ | |
| | 26 | | | Ft Monroe, VA | |
| | 28-29 | Coney Island (Brooklyn), NY | Portsmouth, NH | Coney Island (Brooklyn), NY | |
| | 28-29 | | | Portsmouth, NH | |
| | | | | | |
| September | 4-5 | Martinsburg, WV | | Cleveland, OH | |
| | 4-5 | | | Martinsburg, WV | |
| | 4-6 | | Cleveland, OH | | |
| | 11-12 | Corapolis (Pittsburgh), PA | Scott AFB, IL | Corapolis (Pittsburgh), PA | |
| | 11-12 | | | Scott AFB, IL | |
| | 17 | | | Southern Pines, NC | |
| | 18-19 | Whiteman AFB, MO | NAS Oceana, VA | Whiteman AFB, MO | Reno, NV |
| | 25-26 | McConnell AFB, KS | MCAS Kaneohe Bay, HI | | Chico, CA |

| DATE: | | USAF Thunderbirds | USN Blue Angels | USA Golden Knights | Canadian Snowbirds |
|---|---|---|---|---|---|
| October | 1-3 | | MCAS Miramar, CA | | MCAS Miramar, CA |
| | 2-3 | Salinas, CA | | MCAS Miramar, CA | |
| | 2-3 | | | Jackson, MS | |
| | 9-10 | Little Rock AFB, AR | San Francisco, CA | Little Rock, AFB, AR | Daytona Beach, FL |
| | 16-17 | El Paso, IX | Dobbins AFB, GA | El Paso, TX | Atlanta, GA |
| | 23-24 | Houston, TX | NAS Jacksonville, FL | Washington, DC | |
| | 30-31 | Cocoa Beach, FL | Ft Worth Alliance, TX | Ft Worth Alliance, TX | |
| | | | | | |
| November | 6-7 | Lackland AFB, TX | Homestead ARB, FL | Lackland AFB, TX | |
| | 6-7 | | | Homestead ARB, FL | |
| | 11-14 | | | Ft Bragg, NC | |
| | 12-13 | | NAS Pensacola, FL | | |
| | 13-14 | Nellis AFB, NV | | | |
| | | | | | |

Note: Dates and locations are scheduled ''show dates'' only and do not reflect arrival or practice date TFR periods that may precede the specific aerial demonstration events listed above. Again, pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding any airspace restrictions.

## PROHIBITED AREA P–49, CRAWFORD, TEXAS

In response to a request from the United States Secret Service, the FAA has established a prohibited area over President George W. Bush's ranch in Crawford, Texas. The prohibited area extends from the SFC up to 5,000′ MSL within a 3 NMR of lat. N31°34′45″, long. W97°32′00″ (ACT242R/15).

## Bomb Disposal Area
## McAlester, Oklahoma Vicinity

Bomb disposal area, one NM radius, MLC 240°/006, SFC to 2000 AGL. Times of use: Daily, 30 min after SR to 30 min before SS. Avoidance advised. For further information contact McAlester AFSS.

## AEROBATIC PRACTICE AREA

### Coushatta, LA, Red River Airport (0R7)

Aerobatic practice will be conducted at Red River Airport between the surface and 5,000 feet AGL within the boundaries of the airspace bounded on the west by the western edge of Rwy 17/35, extending northward and southward to the respective airport boundaries, extending eastward for 1.5 miles to an imaginary line connecting to the northeast and southeast corners, to create the practice area. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

### Crowley, LA, Le Gros Airport (3R2)

Aerobatic practice will be conducted at Le Gros Airport within the area defined as a semicircle extending southward from its diameter centered on the north end of the north/south taxiway at its intersection with the south edge of the east/west taxiway extending eastward 6,000 feet and westward 6,000 feet from the surface to 4,500 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

### Farmerville, LA, Union Parish Airport (F87)

Aerobatic practice will be conducted within a 2 NM radius of the Union Parish Airport, SFC to 4,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

### Jennings, LA, Jennings Airport (3R7)

Aerobatic practice will be conducted centered from 1 NM northwest of Jennings Airport, within an approx. 2.5 NM radius, 500 feet to 4,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

### Opelousas, LA, St. Landry Parish Airport (OPL)

Aerobatic practice will be conducted at St. Landry Parish Airport within 1 NM radius of the Lafayette VORTAC, LFT343022, SFC to 4,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

### Springhill Airport (SPH), Springhill, LA

Aerobatic practice conducted at the Springhill (SPH) Airport, from SFC to 5000 MSL, within the area defined as having its western boundary along the western edge of Rwy 18/36, extending northward 1000 feet beyond the north end of the runway; then eastward 150 feet to the eastern boundary; then southward parallel to the runway to a line which runs along the southern edge of Rwy 18/36, extending from its western edge 1500 feet to a point where it intersects the eastern boundary. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information, contact DeRidder AFSS on 1–800–WX–BRIEF (992–7433).

### Sulphur, LA, Southland Field (UXL)

Aerobatic practice will be conducted at West Calcasieu Airport, Southland Field within a 2 NM radius of the Lake Charles VORTAC, LCH261014, SFC to 4,000 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information Flight Services at 1–800–WX–BRIEF (992–7433).

### Bristow, OK, Jones Memorial Airport (3F7)

Aerobatic practice will be conducted within 2 NM radius of Jones Memorial Airport (3F7), SFC to 6,000 feet AGL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

### Cookson, OK, Tenkiller Lake Airpark (44M)

Aerobatic practice will be conducted at Tenkiller Airpark in a 3,000 foot box, beginning at the centerline of the approach end of RY23 and extending 400 feet beyond the departure end of RY23, thence extending 3,000 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

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## Ketchum, OK, South Grand Lake Regional Airport (1K8)

Aerobatic practice will be conducted within 1 NM radius of the South Grand Lake Regional Airport (1K8), SFC to 4,500 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

## Muskogee, OK, Davis Field (MKO)

Aerobatic practice will be conducted within 1.25 NM radius of Davis Field, Muskogee, OK (MKO), SFC to 4,500 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

## Nowata, OK, Nowata Airport (H66)

Aerobatic practice will be conducted centered from 3 NM northwest of the Nowata Airport (H66), SFC to 3,000 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

## Tulsa, OK

Aerobatic practice will be conducted within 3 NM radius of TUL350022, SFC to 5,000 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

## Brenham, TX, Brenham Muni Airport (11R)

Aerobatic practice will be conducted within 2 NM radius of the Brenham Muni Airport (11R), SFC to 4,500 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

## Celina, TX, Four Winds Ranch (1TS9)

Aerobatic flight activity will be conducted at Four Winds Ranch, bound on the north by County Road 102, on the south by an imaginary line parallel to and 800 feet south of County Road 134, on the west by an imaginary line just east of the three lakes, and on the east by a tree line, SFC to 4,500 feet MSL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

## Edna, TX, Jackson County Airport (26R)

Aerobatic practice will be conducted within a 1 NM radius of the Jackson County Airport (26R), from SFC to 1,500 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

## Fort Worth, TX, Naval Air Station JRB (NFW)

Aerobatic practice will be conducted centered from 1 NM East and 3 NM West, North and South of NAS JRB Forth Worth (NFW) runway 17/35, from SFC to 6,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

## Georgetown (GTU), TX

Aerobatic practice will be conducted within 1 NM radius of CWK342019, SFC to 4000′ AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. Pilots should use caution within this area. For further information, contact San Angelo AFSS on 1–325–223–6041.

## Graford, TX, Possum Kingdom (F35)

Aerobatic practice will be conducted within 1 NM radius of MQP289929 3.5 NM west of Possum Kingdom Airport, SFC to 5,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

## Hondo Muni (HDO), Hondo, TX

Aerobatic flight activity will be conducted in a 2 NM radius of Hondo Muni Airport. Flights will occur SR–SS, SFC to 3,500 AGL. Pilots should use caution when operating within this area. For further information, contact San Angelo AFSS, 325–223–6041.

## Huber Airpark, Sequin, TX

Aerobatic flight activity will be conducted within an area 3300 feet by 3300 feet located on the SAT 089/25. Flights will occur SR–SS Sat/Sun, SFC to 4600 MSL. Pilots should use caution when operating in this area. For further information contact San Angelo AFSS on 1–325–223–6041.

## LaGrange, TX, Fayette Regional Air Center (3T5)

Aerobatic flight activity will be conducted within a 2 NM radius of the Fayette Regional Airport (3T5), from 900 feet MSL up to and including 4,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

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## Lubbock, TX, Biggin Hill Strip (TA67)

Aerobatic flight activity will be conducted within 0.5 NM radius of the LBB280008.3/TA67, SFC to 6,500 MSL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

## Navasota, TX

Glider operations will be conducted within a 5 NM radius of the TNV VOR 130/007, from SFC to 8000 feet MSL, SR–SS. Pilots should use caution when operating in this area. For further information, contact Montgomery County AFSS on 866–689–5992.

## O'Brien Airpark, Waxahachie, TX

Aerobatic flight practice will be conducted within 1 1/2 NM radius of TTT 148/024 from SFC to 3500 MSL. Pilots should use caution when operating within this area. For further information contact Fort Worth AFSS on 1–800–992–7433.

## Olney, TX, Olney Muni (ONY)

Aerobatic flight activity will be conducted within a 4,000 square foot area located over the Olney Muni airport property commencing from the west side of Rwy 17–35, SFC to 3,500 AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

## Sherman/Denison, TX, North Texas Rgnl/Perrin Field (GYI)

Aerobatic flight activity will be conducted within a 2 NM radius of the BYP290024.4, SFC to 5700′ MSL, SR–SS daily. The practice area is for waiver holders only. Pilots should use caution when operating in this area. For further information contact Fort Worth AFSS on 1–800–992–7433.

## Skywest Inc. Airport, Midland, TX

Aerobatic flight activity will be conducted within a 3300′ by 3300′ square box, located 1/4 mile south southeast of the approach end of Rwy 34 at Skywest airport, Midland, Texas. Flights will occur between sunrise and sunset, from the surface to 6,500 feet MSL.

## Slidell, TX, Akroville Airport (XA68)

Aerobatic practice will be conducted within 1.5 NM radius of the UKW108026, SFC to 4,000 feet MSL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

## Songbird Airport, Friendswood, Texas

Aerobatic flight activity will be conducted within a 2 NM radius of the Houston Hobby VOR 185° radial at the 18 mile DME fix. Flight will occur from sunrise to sunset, from the surface to 3500 feet AGL. Pilots should use caution when operating within this area. For further information contact Montgomery County AFSS, 866–689–5992.

## Waller, TX, Simaron Ranch Airport, (9TS3)

Aerobatic practice will be conducted within 1 NM radius of TNV130007.5/3.8 NNE 9TS3, 800 feet MSL to 3,500 feet MSL. SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

## Wichita Falls, TX, Kickapoo Downtown Airport (CWC)

Aerobatic practice will be conducted within 1.5 NM radius of the SPS136009.2, SFC to 4,000 feet MSL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

## Wichita Falls, TX, Sheppard AFB (SPS)

Aerobatic practice will be conducted within a 1.5 NM radius of the SPS200007, SFC to 4,500 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

## Wichita Falls, TX, Wichita Valley Airport (F14)

Aerobatic practice will be conducted within a 1 NM radius of the SPS190003, SFC to 4,000 feet AGL. The activation of this practice area is only authorized when 80th Flying Training Wing Flying operations are not active at Sheppard Air Force Base. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

## MODEL AIRCRAFT ACTIVITY

### Haskell, OK (2K9)

Model rocket activity will be conducted within a 1 NM radius of GNP092008, SFC to 9,000 feet MSL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

### Oklahoma City, OK

Model rocket activity will be conducted within a 1 NM radius of IRW270023, SFC to 6,400 feet MSL, SR–SS. For further information, contact Flight Services at 1–800–992–7433.

### Fort Stockton—Pecos Co (FST), TX

Model rocket activity will be conducted within a 2.6 NM radius of FST 146/014, SFC to 20,000 MSL, SR–SS. For further information, contact San Angelo AFSS on 1–325–223–6041.Model rocket activity will be conducted within a 2 NM radius of FST 212/9, SFC to 23,100 MSL, SR–SS. For further information, contact San Angelo AFSS on 1–325–223–6041.

### Hearne, TX (LHB)

Model rocket activity will be conducted within a 1 NM radius of the Hearne Muni Airport (LHB) or the CLL 319/018 SFC to 12,500′ MSL, SR–SS. For further information, contact Flight Services at 1–800–992–7433.

### Kileen (ILE), Texas, Vicinity

Model airplane activity conducted 1 NM radius ILE 138R/006NM, 10008 AGL and below. Intermittent launches daily. For further information, contact San Angelo AFSS on 1–325–223–6041.

### Nacogdoches, TX (OCH)

Model Rocket activity will be conducted within a 1 NM radius of the Mangham Rgnl Arpt (OCH) 045018, SFC to 3,000 feet MSL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

### Wills Point, TX (76F)

Model rocket activity will be conducted within a 5 NM radius of TTT100051, SFC to 24,000 feet MSL, SR–SS. For further information, contact Flight Services at 1–800–992–7433.

### Waco Rgnl, TX (ACT)

Model rocket activity will be conducted within a 5 NM radius of ACT 131014, SFC to 24,000 feet MSL, SR–SS. For further information, contact Flight Services at 1–800–992–7433.

## UNMANNED AIRCRAFT SYSTEM (UAS)

### Hondo, TX

Unmanned Aircraft System (UAS) activity will be conducted within 2 NM radius of HDO 220/010, SFC to 1,700′ MSL 0800–1600 LCL, Mon–Fri, through April 16, 2011. For further information, contact Fort Worth AFSS on 1–800–WX–BRIEF.

## DALLAS–FORT WORTH, TX, DALLAS/FORT WORTH INTL AIRPORT (DFW) NOISE ABATEMENT PROCEDURES

Successive or simultaneous departures from Runways 17R, 17C, 18R, 18L, 35L, 35C, 36L and 36R are authorized, with course divergence beginning within 5 miles from the departure end of parallel runways, due to noise abatement restrictions.

## LASER LIGHT DEMONSTRATIONS

### Biloxi, Mississippi

A permanent Laser Light Demonstration will be conducted at Casino Magic, located in Biloxi, Mississippi, on Gulfport VORTAC 096° Radial, 12 NM Lat 30°23″N/Long 88°51″W, nightly from dusk until 2 AM. Laser light beam is not expected to elevate above the horizon from a 120 foot high platform. Laser light beam may be injurious to eyes if viewed within 1 nautical mile laterally of the light source. Cockpit illumination—flash blindness may occur beyond these distances.

### Biloxi, Mississippi

A permanent Laser Light Demonstration will be conducted at Palace Casino, located in Biloxi, Mississippi, on the Gulfport VORTAC 094° Radial, 12 NM Lat 30°23″N/Long 88°51″W, nightly 8:00 P.M. until 4:00 A.M. Laser light beam is not expected to elevate above the horizon from a 70 foot high platform. Laser light beam may be injurious to eyes if viewed within 1 nautical mile laterally of the light source. Cockpit illumination—flash blindness may occur beyond these distances.

## Robinsonville, Mississippi

Laser light activity will be conducted at the Grand Casino, Robinsonville, MS, N34°52′22″/W90°17′40″ MEM VOR 243R/18.3 NM, from 0000 to 0700 UTC daily. Laser light beams may be injurious to eyes within 300 feet vertically and 21,000 feet laterally. Flash blindness or cockpit illumination may occur beyond these distances.

## Vicksburg, Mississippi

A permanent Laser Light Demonstration will be conducted at Harrah's Casino Hotel, Vicksburg, MS, (JAN VORTAC 255° Radial, 38 Nautical Miles, Latitude 32°21″N, Longitude 90°53″W), nightly from sunset until 12:00 A.M. Laser Light beam may be injurious to eyes if viewed within 1000 feet vertically and/or 3000 feet laterally of the light source. Cockpit illumination—flash blindness may occur beyond these distances.

## DFW INTERNATIONAL AIRPORT
## LAND AND HOLD SHORT OPERATIONS

DFW is authorized to instruct aircraft to land on a runway and hold short of an intersecting taxiway while aircraft/vehicles simultaneously taxi across the runway at beyond the hold–short point for the following runway/taxiway combinations.

| | | | |
|---|---|---|---|
| 18R | AND | TAXIWAY B | 10,100 feet |
| 17C | AND | TAXIWAY B | 10,460 feet |
| 35C | AND | TAXIWAY EJ | 9,050 feet |
| 36L | AND | TAXIWAY Z | 10,650 feet |

These procedures are governed by the following conditions and limitations:

a. The tailwind on the hold short runway shall be calm (less than 3 knots).

b. A statement that simultaneous landings and runway crossings are being conducted shall be included on the ATIS.

c. LAHSO wet runway operations are authorized provided pilot reported braking action is not less than good, the runway is not classified as contaminated by the airport operator, and the hold short position lights are operational and ''on''.

d. The weather conditions must be at or greater than ceiling 1,000 feet, and visibility 3 miles.

e. Traffic information shall be exchanged and a readback shall be obtained from the landing aircraft with a LAHSO clearance. An acknowledgment shall be received from the crossing aircraft/vehicle.

f. Operations beyond the hold short point except for runway crossings are not authorized during LAHSO.

g. Hold short markings, taxiway identification signs, and in–pavement lights will be used to identify the hold–short points. The lighting system consists of six or seven in–pavement white lights, flashing/pulsing simultaneously, arranged in a line across the landing runway perpendicular to the runway centerline.

The safety and operation of an aircraft remain the responsibility of the pilot. A pilot must inform air traffic control if the full length of the runway or another runway is desired. The runway distance from the landing threshold to the hold short point will be provided to the pilot upon request.

h. Vertical guidance required for LAHSO (Glideslope, VASI, PAPI).

## INTERSECTION DEPARTURES DURING PERIODS OF DARKNESS
## DALLAS–FORT WORTH INTERNATIONAL AIRPORT (DFW)
## DALLAS–FORTH WORTH, TEXAS

Dallas–Fort Worth Airport Traffic Control Tower has been granted a waiver to the guideline that prohibits the control tower from taxiing an aircraft into ''position and hold'' at an intersection, between sunset and sunrise.

This waiver allows the tower to taxi the aircraft into ''position and hold'' during period of darkness, at the intersections listed below.

**Runway 17R at Taxiway Yankee**
**Runways 17R/C and 18R/L at Taxiway Zulu**
**Runway 18L at Taxiway Yankee**
**Runways 35L/C and 36L/R at Taxiway Alpha**
**Runways 35L/C and 36L/R at Taxiway Bravo**
**Runway 13L at Taxiway Papa**
**Runway 31L at Taxiway ''A5''**

Aircraft shall not taxi into position and hold under the provisions of this waiver when the subject intersection is not visible from the tower. When the provisions of this waiver are being exercised, the affected runways shall be used for departures only. Simultaneous taxi into position and hold are not authorized on the same runway. Intersection departures will continue to be utilized at other locations between sunset and sunrise. However, aircraft cannot be taxied into ''position and hold'' prior to takeoff clearance.

## SPECIAL NORTH ATLANTIC, CARIBBEAN AND PACIFIC AREA COMMUNICATIONS

VHF air-to-air frequencies enable aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems.

Frequencies have been designated as follows:

| | |
|---|---|
| North Atlantic area: | 123.45 MHz |
| Caribbean area: | 123.45 MHz |
| Pacific area: | 123.45 MHz |

## ALBUQUERQUE ARTCC
## VFR Services South of El Paso, Texas

VFR radar advisory service and merging target service available to transponder equipped aircraft above 10,000 feet MSL from a point 75 miles south of El Paso, Texas, to the U.S./Mexican border.

## HOUSTON ARTCC
## Secondary–Only Radar in the Vicinity of Lufkin, Texas

The Air Traffic Control Beacon Interrogator–6 (ATCBI—6) located at the Angelina County Airport (LFK), Lufkin, Texas, is the only source of radar data within an approximate 50 NM radius of LFK. This is a secondary radar system; therefore radar services are available on transponder equipped aircraft only.

## CAUTION—HIGH DENSITY STUDENT FLYING
## Little Rock AFB, AR

High density student flying training in the vicinity of Little Rock AFB and on low level Slow Routes (SR) within Arkansas; 0600–0200 Mon–Fri, occasional weekend. Extensive use of All American Drop Zone, Little Rock VORTAC 332° radial 15.0 NM, and Blackjack Drop Zone, Little Rock VORTAC 009° radial 33.0 NM; 0600–0200, Mon–Fri, occasional weekend. Drop Zones are used for personnel and cargo, including IMC (AWDS) drops. For further information, contact Little Rock AFB, Base Operations, on 1–501–988–6125.

## CAUTION—VERTICAL LIGHTS ON BUILDING
## Downtown Tulsa, Oklahoma

Approximately ten miles southwest of Tulsa International Airport in the area of downtown Tulsa, four 4,000-watt xenon lights are mounted on each corner of the roof of a 40-story building. Illumination is vertical and hours of use are daily, dusk to midnight.

## BAYOU SAUVAGE NATIONAL WILDLIFE REFUGE, LA

Request aircraft remain at or above 2,000 ft in the vicinity of Bayou Sauvage National Wildlife Refuge bounded by Lake Pontchartrain to the Northwest and Northeast, Lake Borgue to the Southeast and New Orleans to the Southwest.

## CAUTION–LARGE CONCENTRATION OF BATS
## San Antonio, Texas, Vicinity

From April to October large concentration of bats are observed in the vicinity of Braken Cave located 5.5 miles east of SAT VORTAC. Most activity is observed around sunset and sunrise at altitudes up to 10,000 feet.

## U.S. SPECIAL CUSTOMS REQUIREMENT

Air Commerce Regulations of the Treasury Department's Customs Service require all private aircraft arriving in the U.S. from a foreign place in the Western Hemisphere, (a) south of 33 degrees north latitude which cross into the U.S. over a point on the U.S./Mexican border between 97 and 120 degrees west longitude, or (b) south of 31 degrees north latitude which enter the U.S. via the Gulf of Mexico and Atlantic Coasts, to provide notice of intended arrival to the Customs Service at least one hour prior to crossing the U.S./Mexican border or the U.S. coastline. This notice may be provided by: (1) radio through an appropriate FAA Flight Service Station, (2) normal FAA flight plan notification procedures (a flight plan filed in Mexico does not meet this requirement due to unreliable relay of data), or (3) directly to the District Director of Customs or other Customs officer at place of first intended landing. Unless an exemption has been granted by Customs, private aircraft are required to make first landing in the U.S. at one of the following designated airports nearest to the point of border or coastline crossing:

Brownsville/South Padre Island International, Corpus Christi International, Del Rio International, El Paso International, Laredo International, Maverick County Memorial International, McAllen Miller International, Presidio–Lely International, Southwest Texas Regional, or William P. Hobby Airport in Texas; Calexico International, or Brown Field Municipal in California; Bisbee Douglas International, Nogales International, Tuscon International, or Yuma MCAS/Yuma International in Arizona; Las Cruces Intl in New Mexico; Lakefront or Louis Armstrong New Orleans Intl in Louisiana; Fort Lauderdale Executive, Fort Lauderdale–Hollywood International, Key West International, Miami International, Opa–Locka Executive Airport, Palm Beach International, St. Lucie County International, or Tampa International in Florida.

## CAUTION–HIGH DENSITY AIR TRAFFIC AREA

Heavy helicopter and seaplane traffic exists over the Gulf of Mexico and adjacent onshore areas. Thousands of operations per month occur in this area in support of oil drilling and exploration.

Itinerant pilots traversing this area should familiarize themselves with offshore operating practices and frequencies through contact with the pertinent Flight Standards District Office (FSDO) or Flight Service Station.

## MILITARY TRAINING ROUTES

The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data for military users.

## CIVIL USE OF MILITARY FIELDS:

U.S. Army, Air Force, Navy and Coast Guard Fields are open to civil fliers only in emergency or with prior permission.

Army Installations, prior permission is required from the Commanding Officer of the installation.

For Air Force installations, prior permission should be requested at least 30 days prior to first intended landing from either Headquarters USAF (PRPOC) or the Commander of the installation concerned (who has authority to approve landing rights for certain categories of civil aircraft). For use of more than one Air Force installation, requests should be forwarded direct to Hq USAF (PRPOC), Washington, D.C. 20330.

Use of USAF installations must be specifically justified.

For Navy and Marine Corps installations prior permission should be requested at least 30 days prior to first intended landing. An Aviation Facility License must be approved and executed by the Navy prior to any landing by civil aircraft.

Forms and further information may be obtained from the nearest U.S. Navy or Marine Corps aviation activity.

For Coast Guard fields prior permission should be requested from the Commandant, U.S. Coast Guard via the Commanding Officer of the field.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

## AIRCRAFT LANDING RESTRICTIONS

Landing of aircraft at locations other than public use airports may be a violation of Federal or local law. All land and water areas are owned or controlled by private individuals or organizations, states, cities, local governments, or U.S. Government agencies. Except in emergency, prior permission should be obtained before landing at any location that is not a designated public use airport or seaplane base.

Landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, and on many areas controlled by the U.S. Army Corps of Engineers, unless prior authorization is obtained from the respective agency.

## FEDERAL AVIATION REGULATION 91.713

The provisions of FAR 91.713 will apply as follows:

Air traffic clearances to aircraft of Cuban registry not engaged in scheduled International Air Service in U.S. airspace will require that the flight plan be filed with appropriate authorities at least five days prior to the proposed departure time. Route changes while en route will normally not be authorized. The procedures set forth herein do not apply at this time to overflights by aircraft of Cuban registry engaged in scheduled International Air Service.

## CONTROLLED FIRING

Camden, Harrell Fld, AR
6E Camden 2 NM radius surface–005 avoidance advised Mon–Fri daylight hours.
El Dorado, South Arkansas Rgnl
ELD 021/024 2 NM radius surface—500 AGL avoidance advised Mon–Fri daylight hours.
Texarkana Rgnl Webb Fld, AR.
.25 NM radius TXK 223010 2000/blo Mon–Thu. 1900–0500Z‡
.5 NM radius TXK 240014 1000/blo Mon–Sat SR–SS.

## Camp Bullis Training Site
## Controlled Firing Area (CTA)
## Camp Bullis, TX

1. CFA Description:

a. Boundaries: Beginning at
Lat. 29°41′10.07″N., Long. 98°31′41.40″W. to
Lat. 29°40′25.05″N., Long. 98°33′57.40″W. to
Lat. 29°39′20.22″N., Long. 98°34′44.18″W. to
Lat. 29°38′03.77″N., Long. 98°34′13.26″W. to
Lat. 29°37′53.94″N., Long. 98°33′46.90″W. to
Lat. 29°38′36.77″N., Long. 98°31′55.13″W. to
Lat. 29°39′48.07″N., Long. 98°31′06.07″W. to
Point of beginning.

b. Altitudes: Surface to 3,000 feet AGL.

c. Times of use: Approximately 70 times per year. Utilization will normally be 7 days per week, 0700–2300 local time. Give prior notice of all activities to the San Angelo Automated Flight Service Station (AFSS). Notify the AFSS when activities are terminated each day.

2. Activities:

a. M203 40mm Grenade Launcher, HE/Target Practice Training (TPT) rounds, average use 50 times per year.

b. Heavy Demolitions Range, types of explosives will vary, but all are conventional (no nuclear, biological, or chemical), 20 times per year.

c. Emergency destruction of illegal explosive devices will be unscheduled due to the nature of the event.

3. Using Agency: U.S. Army, Commander, Camp Bullis Training Site, Camp Bullis, TX

4. Effective date: The effective date is February 1, 2004. Biannual approval of the CFA is automatic upon receipt of a biannual status report from the Department of the Army Regional Representative containing a statement that the activities for which the area was established have not changed.

5. Conditions, Operating Limitations, and Safety Precautions:

a. Camp Bullis Training Site will maintain observers with direct communications to the Range Towers located in positions that allow for sufficient visual surveillance of the entire area.

b. Firing will cease upon observation of low–flying aircraft.

c. The ceiling shall be at least 1,000 feet above the maximum ordinate of projectiles and/or debris.

d. Visibility shall be sufficient to maintain visual surveillance of the entire CFA plus a distance of 5 statute miles beyond the CFA in all directions.

e. All user responsibilities, precautionary measures, and surveillance requirements listed in FAA Order 7400.2 shall be complied with.

f. All activities will be contained within the designated impact area at Camp Bullis.

6. With the exception of the emergency destruction of unsafe explosive devices, the following information shall be filed with the San Angelo AFSS in sufficient time to permit a NOTAM to be transmitted at least 2 hours prior to scheduled operations:

a. Location of the CFA.

b. Time of use.

c. Activity to be conducted.

d. Maximum altitudes.

e. User.

7. Any violation of the conditions, as outlined above, shall be the basis for the FAA to withdraw authorization of the CFA.

## CONTROLLED FIRING AREA
## CAMP STANLEY, SAN ANTONIO, TEXAS

The Military has established a controlled firing area bordered by the following geographic coordinates: beginning at N29°40′37″/W98°37′53″; thence to N29°41′17″/W98°35′49″; to N29°43′51″/W98°35′50″; to N29°43′51″/W98°37′23″; to point of beginning. Operating SR–SS daily, SFC to 1,500 feet AGL (2,500 feet MSL). For further information contact San Angelo AFSS on 1–325–223–6041.

## CONTINUOUS POWER FACILITIES

In order to insure that a basic ATC system remains in operation despite an areawide or catastrophic commercial power failure, key equipment and certain airports have been designated to provide a network of facilities whose operational capability can be utilized independent of any commerical power supply.

In addition to those facilities comprising the basic ATC system, the following approach and lighting aids have been included in this program for a selected runway.

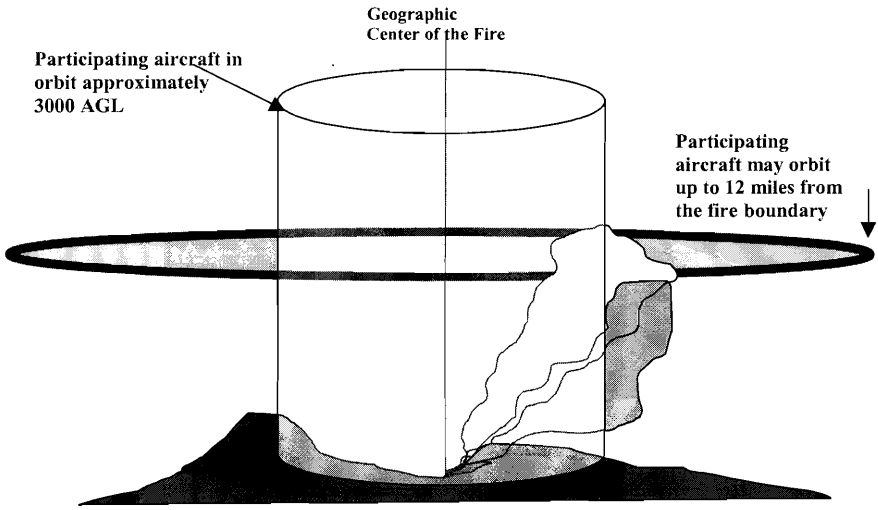
1. ILS (Localizer, Glide Slope, COMLO, Inner, Middle and Outer Markers)
2. Wind Measuring Capability
3. Approach Light System (ALS) or Short ALS (SALS)
4. Ceiling Measuring Capability
5. Touchdown Zone Lighting (TDZL)
6. Centerline Lighting (CL)
7. Runway Visual Range (RVR)
8. High Intensity Runway Lighting (HIRL)
9. Taxiway Lighting
10. Apron Light (Perimeter Only)

The following have been designated ''Continuous Power Airports,'' and have independent back up capability for the equipment installed.

| Airport/Ident | Runway No. | Airport/Ident | Runway No. |
|---|---|---|---|
| Albuquerque, NM (ABQ) | 08 | Milwaukee, WI (MKE) | 01L |
| Anchorage, AK (ANC) | 07R | Minneapolis, MN (MSP) | 30L |
| Andrews AFB, MD (ADW) | 01L | Nashville, TN (BNA) | 02L |
| Atlanta, GA (ATL) | 09R | New Orleans, LA (MSY) | 10 |
| Baltimore, MD (BWI) | 10 | New York, NY (JFK) | 04R |
| Bismarck, ND (BIS) | 31 | New York, NY (LGA) | 22 |
| Boise, ID (BOI) | 10R | Newark, NJ (EWR) | 04R |
| Boston, MA (BOS) | 04R | Oklahoma City, OK (OKC) | 35R |
| Charlotte, NC (CLT) | 36L | Omaha, NE (OMA)) | 14R |
| Chicago, IL (ORD) | 10 | Ontario, CA (ONT) | 26L |
| Cincinnati, OH (CVG) | 36C | Philadelphia, PA (PHL) | 09R |
| Cleveland, OH (CLE) | 06R | Phoenix, AZ (PHX) | 08 |
| Dallas/Fort Worth, TX (DFW) | 17C | Pittsburgh, PA (PIT) | 10L |
| Denver, CO (DEN) | 35R | Reno, NV (RNO) | 16R |
| Des Moines, IA (DSM) | 31 | Salt Lake City, UT (SLC) | 34L |
| Detroit, MI (DTW) | 03R | San Antonio, TX (SAT) | 12R |
| El Paso, TX (ELP) | 22 | San Diego, CA (SAN) | 09 |
| Fairbanks, AK (FAI) | 01L | San Francisco, CA (SFO) | 28R |
| Great Falls, MT (GTF) | 03 | San Juan, PR (SJU) | 08 |
| Honolulu, HI (HNL) | 08L | Seattle, WA (SEA) | 16C |
| Houston, TX (IAH) | 26L | St. Louis, MO (STL) | 30R |
| Indianapolis, IN (IND) | 05L | Tampa, FL (TPA) | 36L |
| Jacksonville, FL (JAX) | 07 | Tulsa, OK (TUL) | 36R |
| Kansas City, MO (MCI) | 19R | Washington, DC (DCA) | 01 |
| Los Angeles, CA (LAX) | 24R | Washington, DC (IAD) | 01R |
| Memphis, TN (MEM) | 36L | Wichita, KS (ICT) | 01L |
| Miami, FL (MIA) | 08R | | |

**NOTE**—The existing CPA runway is listed. Pending and future changes at some locations will require a revised runway designation.

## FIREFIGHTING TRAFFIC AREAS




Pilots are advised to stay clear of Firefighting Traffic Areas. Remain 15 miles from the area of activity. If you must over-fly the area, do so at an altitude of 5000 feet AGL above. However, to remain safe and out of the way of working aircraft, it is best to circumnavigate the area.

The wild-land fire environment can be very complex and involve a large number and variety of aircraft types including fixed and rotary wing aircraft. Some of the aircraft are small single and multi-engine command and control platforms that can be especially difficult to see and may give the appearance that the fire is not staffed. The aircraft participating in firefighting can orbit as far out as 12 miles from the perimeter of the fire. Any intrusion by aircraft not directly involved in the firefighting operation could delay the delivery of much needed retardant or water to ground firefighters and will adversely affect the safety of participating aircraft. Please stay well away from wild-land fires even if you feel that aircraft are not working the fire; they may be en route or unseen.

If you see a fire developing along your route, report it immediately to air traffic control who will advise the US Forest Service. The firefighting community would welcome this information.

The following narratives summarize the FAR Part 93 Special Air Traffic Rules, and Airport Traffic Patterns in effect as prescribed in the rule. This information is advisory in nature and in no way relieves the pilot from compliance with the specific rules set forth in FAR Parts 91 and 93.

Special Airport Traffic Areas prescribed in Part 93 are depicted on Sectional Aeronautical Charts, World Aeronautical Charts, Enroute Low Altitude Charts, and where applicable, on VFR Terminal Area Charts.

## OPERATIONS RESERVATIONS FOR HIGH DENSITY TRAFFIC AIRPORTS KENNEDY, LAGUARDIA, AND WASHINGTON REAGAN NATIONAL

The Federal Aviation Administration (FAA) has designated New York's Kennedy and LaGuardia Airports and Washington Reagan National Airport as High Density Traffic Airports (HDTA), Title 14, Code of Federal Regulations, part 93, subpart K, and has prescribed air traffic rules and requirements for operating aircraft (excluding helicopters) to and from those airports during certain hours.

Reservations are required for operations from 6 a.m. through 11:59 p.m. local time at LaGuardia Airport and Washington Reagan National Airport. Reservations at Kennedy Airport are required from 3 p.m. through 7:59 p.m. local time.

Reservation procedures are detailed in Advisory Circular 93–1, Reservations for Unscheduled Operations at High Density Traffic Airports. A copy of the advisory circular is available on the FAA website at http://www.faa.gov. Reservations for unscheduled operations are allocated through the Enhanced Computer Voice Reservation System (e–CVRS) accessible via telephone or the Internet. This system may not be used to make reservations for scheduled air carrier or commuter flights.

The toll–free telephone number for accessing e–CVRS is 1–800–875–9694 and is available for calls originating within the United States, Canada, and the Caribbean. Users outside the toll–free areas may access e–CVRS by calling the toll number of 703–707–0568. The Internet web address for accessing the e–CVRS is http://www.fly.faa.gov/ecvrs. If you have any questions about reservation requirements or are experiencing problems with the system, you may telephone the Airport Reservation Office at the Air Traffic Control System Command Center at (703) 904–4452.

Requests for instrument flight rules (IFR) reservations will be accepted beginning 72 hours prior to the proposed time of operation at the high–density airport. For example, a request for an 11 a.m. reservation on a Thursday will be accepted beginning at 11 a.m. on the previous Monday.

IFR reservations must be obtained prior to IFR landing or takeoff at an HDTA during slot controlled hours. An air traffic control (ATC) clearance does not constitute a reservation. A reservation does not constitute permission to operate at an HDTA if additional operational limits or procedures are required by NOTAM and/or regulation.

Aircraft involved in medical emergencies will be handled by ATC without regard to a reservation after obtaining prior approval of the ATC System Command Center on (703) 904–4452. ATC will accommodate declared other emergency situations without regard to slot reservations.

NOTE: Visual flight rule (VFR) reservations via ATC for unscheduled operations at LaGuardia are not authorized from 7 a.m. through 8:59 a.m. local time and 4 p.m. through 6:59 p.m. local time, Monday through Friday and Sunday evenings, unless otherwise announced by NOTAM. Both IFR and VFR operations during those time periods must obtain an advance reservation through e–CVRS.

# FSS
# TELEPHONE NUMBERS

**Flight Service Station (FSS)** facilities provide flight planning and weather briefing services to pilots. FSS services in the contiguous United States, Hawaii and Puerto Rico, are provided by a network of large FSS facilities and a few select remote facilities some of which operate part-time. Because of the interconnectivity between the facilities, all FSS services including radio frequencies are available continuously using published data.

**Telephone Information Briefing Service (TIBS)** is a FSS service that provides continuous recordings of meteorological and/or aeronautical information. A touch-tone telephone is required to fully utilize this service.

Further information can be found in the Aeronautical Information Manual (AIM).

## NATIONAL FSS TELEPHONE NUMBER

| | |
|---|---|
| Pilot Weather Briefings | 1–800–WX–BRIEF (1–800–992–7433) |

## OTHER FSS TELEPHONE NUMBERS (except in Alaska)

| | |
|---|---|
| TIBS (see description above) | 1–877–4TIBS–WX (1–877–484–2799) |
| Clearance Delivery Only | 1–888–766–8267 |
| Lifeguard Flights Only | 1–877–LIF–GRD3 (1–877–543–4733) |
| Flights within DC SFRA & FRZ * | 1–866–225–7410 |

* District of Columbia Special Flight Rules Area & Flight Restricted Zone

# KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

**TAF** KPIT 091730Z 091818 15005KT 5SM HZ FEW020 WS010/31022KT
FM1930 30015G25KT 3SM SHRA OVC015 TEMPO 2022 1/2SM +TSRA
OVC008CB
FM0100 27008KT 5SM SHRA BKN020 OVC040 PROB40 0407 1SM -RA BR
FM1015 18005KT 6SM -SHRA OVC020 BECMG 1315 P6SM NSW SKC

**METAR** KPIT 091955Z COR 22015G25KT 3/4SM R28L/2600FT TSRA OVC010CB
18/16 A2992 RMK SLP045 T01820159

| Forecast | Explanation | Report |
|---|---|---|
| **TAF** | Message type: TAF-routine or TAF AMD-amended forecast, METAR-hourly, SPECI-special or TESTM-non-commissioned ASOS report | **METAR** |
| **KPIT** | ICAO location indicator | **KPIT** |
| **091730Z** | Issuance time: ALL times in UTC "Z", 2-digit date, 4-digit time | **091955Z** |
| **091818** | Valid period: 2-digit date, 2-digit beginning, 2-digit ending times | |
| | In U.S. **METAR**: CORrected ob; or AUTOmated ob for automated report with no human intervention; omitted when observer logs on | **COR** |
| **15005KT** | Wind: 3 digit true-north direction, nearest 10 degrees (or VaRiaBle); next 2-3 digits for speed and unit, KT (KMH or MPS); as needed, Gust and maximum speed; 00000KT for calm; for **METAR**, if direction varies 60 degrees or more, Variability appended, e.g. 180V260 | **22015G25KT** |
| **5SM** | Prevailing visibility: in U.S., Statute Miles & fractions; above 6 miles in **TAF** Plus6SM. (Or, 4-digit minimum visibility in meters and as required, lowest value with direction) | **3/4SM** |
| | Runway Visual Range: R; 2-digit runway designator Left, Center, or Right as needed; "/"; Minus or Plus in U.S., 4-digit value, FeeT in U.S., (usually meters elsewhere); 4-digit value Variability 4-digit value (and tendency Down, Up or No change) | **R28L/2600FT** |
| **HZ** | Significant present, forecast and recent weather: see table (on back) | **TSRA** |
| **FEW020** | Cloud amount, height and type: SKy Clear 0/8, FEW >0/8-2/8, SCaTtered 3/8-4/8, BroKeN 5/8-7/8, OVerCast 8/8; 3-digit height in hundreds of ft; Towering CUmulus or CumulonimBus in **METAR**; in **TAF**, only CB. Vertical Visibility for obscured sky and height "VV004". More than 1 layer may be reported or forecast. In automated **METAR** reports only, CLeaR for "clear below 12,000 feet" | **OVC010CB** |
| | Temperature: degrees Celsius; first 2 digits, temperature "/" last 2 digits, dew-point temperature; Minus for below zero, e.g., M06 | **18/16** |
| | Altimeter setting: indicator and 4 digits; in U.S., A-inches and hundredths; (Q-hectoPascals, e.g., Q1013) | **A2992** |

# KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

| Forecast | Explanation | Report |
|---|---|---|
| **WS010/31022KT** | In U.S. **TAF**, non-convective low-level (≤2,000 ft) Wind Shear; 3-digit height (hundreds of ft); "/"; 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, KT | |
| | In **METAR**, ReMarK indicator & remarks. For example: Sea-Level Pressure in hectoPascals & tenths, as shown: 1004.5 hPa; Temp/ dew-point in tenths °C, as shown: temp. 18.2°C, dew-point 15.9°C | **RMK SLP045 T01820159** |
| **FM1930** | FroM and 2-digit hour and 2-digit minute **beginning** time: indicates significant change. Each FM starts on new line, indented 5 spaces. | |
| **TEMPO 2022** | TEMPOrary: changes expected for < 1 hour and in total, < half of 2-digit hour **beginning** and 2-digit hour **ending** time period | |
| **PROB40 0407** | PROBability and 2-digit percent (30 or 40): probable condition during 2-digit hour **beginning** and 2-digit hour **ending** time period | |
| **BECMG 1315** | BECoMinG: change expected during 2-digit hour **beginning** and 2-digit hour **ending** time period | |

**Table of Significant Present, Forecast and Recent Weather - Grouped in categories and used in the order listed below; or as needed in TAF, No Significant Weather.**

## QUALIFIER

**Intensity or Proximity**

- Light "no sign" Moderate + Heavy

VC Vicinity: but not at aerodrome; in U.S. **METAR**, between 5 and 10SM of the point(s) of observation; in U.S. **TAF**, 5 to 10SM from center of runway complex (elsewhere within 8000m)

**Descriptor**

| | | | |
|---|---|---|---|
| MI Shallow | BC Patches | PR Partial | TS Thunderstorm |
| BL Blowing | SH Showers | DR Drifting | FZ Freezing |

## WEATHER PHENOMENA

**Precipitation**

| | | | |
|---|---|---|---|
| DZ Drizzle | RA Rain | SN Snow | SG Snow grains |
| IC Ice crystals | PL Ice pellets | GR Hail | GS Small hail/snow pellets |

UP Unknown precipitation in automated observations

**Obscuration**

| | | | |
|---|---|---|---|
| BR Mist (≥5/8SM) | FG Fog (<5/8SM) | FU Smoke | VA Volcanic ash |
| SA Sand | HZ Haze | PY Spray | DU Widespread dust |

**Other**

| | | | |
|---|---|---|---|
| SQ Squall | SS Sandstorm | DS Duststorm | PO Well developed dust/sand whirls |
| FC Funnel cloud | +FC tornado/waterspout | | |

- Explanations in parentheses "( )" indicate different worldwide practices.
- Ceiling is not specified; defined as the lowest broken or overcast layer, or the vertical visibility.
- NWS **TAFs** exclude turbulence, icing & temperature forecasts; NWS **METARs** exclude trend fcsts
- Although not used in US, Ceiling And Visibility OK replaces visibility, weather and clouds if: visibility ≥10 km; no cloud below 5000 ft (1500 m) or below the highest minimum sector altitude, whichever is greater and no CB; and no precipitation, TS, DS, SS, MIFG, DRDU, DRSA or DRSN.

**UNITED STATES DEPARTMENT OF COMMERCE**
**NOAA/PA 96052** **National Oceanic and Atmospheric Administration**—National Weather Service

# FAA AND NWS
# KEY AIR TRAFFIC FACILITIES

## Air Traffic Control System Command Center

Main Number.....703–904–4400

## RGNL AIR TRAFFIC DIVISIONS

| REGION | TELEPHONE |
|---|---|
| Alaskan | 907–271–5464 |
| Central | 816–329–2500 |
| Eastern | 718–553–4502 |
| Great Lakes | 847–294–7202 |
| New England | 781–238–7500 |
| Northwest Mountain | 425–227–2500 |
| Southern | 404–305–5500 |
| Southwest | 817–222–5500 |
| Western Pacific | 310–725–6500 |

## AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCs)

| ARTCC NAME | *24 HR RGNL DUTY OFFICE TELEPHONE # | BUSINESS HOURS | BUSINESS TELEPHONE # |
|---|---|---|---|
| Albuquerque | 817–222–5006 | 7:30 a.m.–4:00 p.m. | 505–856–4300 |
| Anchorage | 907–271–5936 | 7:30 a.m.–4:00 p.m. | 907–269–1137 |
| Atlanta | 404–305–5180 | 7:30 a.m.–5:00 p.m. | 770–210–7601 |
| Boston | 617–238–7001 | 7:30 a.m.–4:00 p.m. | 603–879–6633 |
| Chicago | 847–294–8400 | 8:00 a.m.–4:00 p.m. | 630–906–8221 |
| Cleveland | 847–294–8400 | 8:00 a.m.–4:00 p.m. | 440–774–0310 |
| Denver | 425–227–1389 | 7:30 a.m.–4:00 p.m. | 303–651–4100 |
| Ft. Worth | 817–222–5006 | 7:30 a.m.–4:00 p.m. | 817–858–7503 |
| Houston | 817–222–5006 | 7:30 a.m.–4:00 p.m. | 281–230–5300 |
| Indianapolis | 847–294–8400 | 8:00 a.m.–4:00 p.m. | 317–247–2231 |
| Jacksonville | 404–305–5180 | 8:00 a.m.–4:30 p.m. | 904–549–1501 |
| Kansas City | 816–329–3000 | 7:30 a.m.–4:00 p.m. | 913–254–8500 |
| Los Angeles | 661–265–8200 | 7:30 a.m.–4:00 p.m. | 661–265–8200 |
| Memphis | 404–305–5180 | 7:30 a.m.–4:00 p.m. | 901–368–8103 |
| Miami | 404–305–5180 | 7:00 a.m.–3:30 p.m. | 305–716–1500 |
| Minneapolis | 847–294–8400 | 8:00 a.m.–4:00 p.m. | 651–463–5580 |
| New York | 718–995–5426 | 8:00 a.m.–4:40 p.m. | 516–468–1001 |
| Oakland | 310–725–3300 | 6:30 a.m.–3:00 p.m. | 510–745–3331 |
| Salt Lake City | 425–227–1389 | 7:30 a.m.–4:00 p.m. | 801–320–2500 |
| Seattle | 425–227–1389 | 7:30 a.m.–4:00 p.m. | 253–351–3500 |
| Washington | 718–995–5426 | 8:00 a.m.–4:30 p.m. | 703–771–3401 |

## MAJOR TERMINAL RADAR APPROACH CONTROLS (TRACONs)

| TRACON NAME | *24 HR RGNL DUTY OFFICE TELEPHONE # | BUSINESS HOURS | BUSINESS TELEPHONE # |
|---|---|---|---|
| Atlanta | 404–305–5180 | 7:00 a.m.–3:30 p.m. | 404–669–1200 |
| Chicago | 847–294–8400 | 8:00 a.m.–4:00 p.m. | 847–608–5509 |
| Dallas/Ft. Worth | 817–222–5006 | 7:30 a.m.–4:00 p.m. | 972–615–2500 |
| Denver | 425–227–1389 | 7:30 a.m.–4:00 p.m. | 303–342–1500 |
| Houston | 817–222–5006 | 7:30 a.m.–4:00 p.m. | 281–230–8400 |
| New York | 718–995–5426 | 8:00 a.m.–4:30 p.m. | 516–683–2901 |
| Northern CA | 310–725–3300 | 7:00 a.m.–3:30 p.m. | 916–366–4001 |
| Potomac | 718–995–5426 | 8:00 a.m.–4:30 p.m. | 540–349–7500 |
| Southern CA | 310–725–3300 | 7:30 a.m.–4:00 p.m. | 858–537–5800 |

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

# KEY AIR TRAFFIC FACILITIES

## DAILY NAS REPORTABLE AIRPORTS

| AIRPORT NAME | *24 HR RGNL DUTY OFFICE TELEPHONE # | BUSINESS HOURS | BUSINESS TELEPHONE # |
|---|---|---|---|
| Albuquerque Intl Sunport, NM | 817–222–5006 | 8:00 a.m.–5:00 p.m. | 505–842–4366 |
| Andrews AFB, MD | 718–995–5426 | 8:00 a.m.–4:30 p.m. | 301–735–2380 |
| Baltimore/Washington Intl Thurgood Marshall, MD | 718–995–5426 | 8:00 a.m.–4:30 p.m. | 410–962–3555 |
| Boston Logan Intl, MA | 781–238–7001 | 7:30 a.m.–4:00 p.m. | 617–455–3100 |
| Bradley Intl, CT | 617–238–7001 | 7:30 a.m.–4:00 p.m. | 203–627–3428 |
| Burbank/Bob Hope, CA | 310–725–3300 | 7:00 a.m.–5:30 p.m. | 818–567–4806 |
| Charlotte Douglas Intl, NC | 404–305–5180 | 8:00 a.m.–4:30 p.m. | 704–344–6487 |
| Chicago Midway, IL | 847–294–8400 | 8:00 a.m.–4:00 p.m. | 773–884–3670 |
| Chicago O'Hare Intl, IL | 847–294–8400 | 8:00 a.m.–4:00 p.m. | 773–601–7600 |
| Cleveland Hopkins Intl, OH | 847–294–8400 | 8:00 a.m.–4:00 p.m. | 216–898–2020 |
| Covington/Cincinnati, OH | 708–294–7401 | 8:00 a.m.–4:30 p.m. | 606–767–1006 |
| Dallas/Ft. Worth Intl, TX | 817–222–5006 | 8:30 a.m.–5:00 p.m. | 972–615–2531 |
| Dayton Cox Intl, OH | 847–294–8400 | 7:30 a.m.–4:00 p.m. | 937–454–7300 |
| Denver Intl, CO | 425–227–1389 | 7:30 a.m.–4:00 p.m. | 303–342–1600 |
| Detroit Metro, MI | 847–294–8400 | 8:00 a.m.–4:00 p.m. | 734–955–5000 |
| Fairbanks Intl, AK | 907–271–5936 | 7:30 a.m.–4:00 p.m. | 907–474–0050 |
| Fort Lauderdale Intl, FL | 404–305–5180 | 7:00 a.m.–3:30 p.m. | 305–356–7932 |
| George Bush Intercontinental/Houston, TX | 817–222–5006 | 7:30 a.m.–4:00 p.m. | 713–230–8400 |
| Hartsfield–Jackson Atlanta Intl, GA | 404–305–5180 | 7:00 a.m.–3:30 p.m. | 404–669–1200 |
| Honolulu Intl, HI | 310–643–3200 | 7:30 a.m.–4:00 p.m. | 808–840–6100 |
| Houston Hobby, TX | 817–222–5006 | 8:00 a.m.–5:00 p.m. | 713–847–1400 |
| Indianapolis Intl, IN | 847–294–8400 | 8:00 a.m.–4:00 p.m. | 317–484–6600 |
| Kahului/Maui, HI | 310–643–3200 | 7:30 a.m.–4:00 p.m. | 808–877–0725 |
| Kansas City Intl, MO | 816–329–3000 | 7:30 a.m.–4:00 p.m. | 816–329–2700 |
| Las Vegas McCarran, NV | 310–725–3300 | 7:30 a.m.–4:00 p.m. | 702–262–5978 |
| Los Angeles Intl, CA | 310–725–3300 | 7:00 a.m.–3:30 p.m. | 310–342–4900 |
| Louis Armstrong New Orleans Intl, LA | 817–222–5006 | 7:00 a.m.–4:30 p.m. | 504–471–4300 |
| Memphis Intl, TN | 404–305–5180 | 7:30 a.m.–4:00 p.m. | 901–322–3350 |
| Miami Intl, FL | 404–305–5180 | 7:00 a.m.–4:00 p.m. | 305–869–5400 |
| Minneapolis/St. Paul, MN | 847–294–8400 | 8:00 a.m.–4:00p.m. | 612–713–4000 |
| Nashville Intl, TN | 404–305–5180 | 7:00 a.m.–3:30 p.m. | 615–781–5460 |
| New York Kennedy Intl, NY | 718–995–5426 | 8:00 a.m.–4:30 p.m. | 718–656–0335 |
| New York La Guardia, NY | 718–995–5426 | 8:00 a.m.–4:30 p.m. | 718–335–5461 |
| Newark Liberty Intl, NJ | 718–995–5426 | 7:30 a.m.–4:00 p.m. | 973–565–5000 |
| Norman Y. Mineta San Jose Intl, CA | 310–643–3200 | 7:30 a.m.–4:00 p.m. | 408–982–0750 |
| Ontario Intl, CA | 310–643–3200 | 7:30 a.m.–4:00 p.m. | 909–983–7518 |
| Orlando Intl, FL | 404–305–5180 | 7:30 a.m.–5:00 p.m. | 407–850–7000 |
| Philadelphia Intl, PA | 718–995–5426 | 8:00 a.m.–4:30 p.m. | 215–492–4100 |
| Phoenix Sky Harbor Intl, AZ | 310–643–3200 | 7:30 a.m.–4:00 p.m. | 602–379–4226 |
| Pittsburgh Intl, PA | 718–995–5426 | 8:00 a.m.–4:30 p.m. | 412–269–9237 |
| Portland Intl, OR | 425–227–1389 | 7:30 a.m.–4:00 p.m. | 503–493–7500 |
| Raleigh-Durham, NC | 404–305–5180 | 8:00 a.m.–4:30 p.m. | 919–840–5544 |
| Ronald Reagan Washington National, DC | 718–995–5426 | 8:00 a.m.–4:30 p.m. | 703–413–1535 |
| Salt Lake City, UT | 425–227–1389 | 7:30 a.m.–4:00 p.m. | 801–325–9600 |
| San Antonio Intl, TX | 817–222–5006 | 8:00 a.m.–4:30 p.m. | 210–805–5507 |
| San Diego Lindbergh Intl, CA | 310–725–3300 | 8:00 a.m.–4:30 p.m. | 619–299–0677 |
| San Francisco Intl, CA | 310–643–3200 | 7:00 a.m.–3:30 p.m. | 650–876–2883 |
| San Juan Intl, PR | 404–305–5180 | 7:30 a.m.–5:00 p.m. | 809–253–8663 |
| Seattle–Tacoma Intl, WA | 425–227–1389 | 7:30 a.m.–4:00 p.m. | 206–768–2900 |
| St. Louis Lambert, MO | 816–329–3000 | 7:30 a.m.–4:00 p.m. | 314–890–1000 |
| Tampa Intl, FL | 404–305–5180 | 7:30 a.m.–4:00 p.m. | 813–371–7700 |
| Ted Stevens Anchorage Intl, AK | 907–271–5936 | 7:30 a.m.–4:00 p.m. | 907–271–2700 |
| Teterboro, NJ | 718–995–5426 | 8:00 a.m.–4:30 p.m. | 201–288–1889 |
| Washington Dulles Intl, DC | 718–995–5426 | 8:00 a.m.–4:30 p.m. | 703–661–6031 |
| West Palm Beach, FL | 404–305–5180 | 8:00 a.m.–4:30 p.m. | 561–683–1867 |
| Westchester Co, NY | 718–995–5426 | 8:00 a.m.–4:30 p.m. | 914–948–6520 |

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

Air Route Traffic Control Center frequencies and their remoted transmitter sites are listed below for the coverage of this volume. Bold face type indicates high altitude frequencies, light face type indicates low altitude frequencies. To insure unrestricted IFR operations within the high altitude enroute sectors, the use of 720 channel communications equipment (25 kHz channel) spacing is required.

**ⓇALBUQUERQUE CENTER** **134.6** 132.8 — **H–4–5–6–7, L–5–6–7–8–10–15–17–19** **(KZAB)**

**Amarillo Nr 1 –** 127.85
**Amarillo Nr 2 – 134.75**
**El Paso A –** 135.875 **134.175**
**El Paso B –** 128.2 **125.525**
**Fort Stockton –** 135.875 **132.2 120.975**
**Mount Dora – 133.05** 127.852

**ⓇFORT WORTH CENTER** 134.4 — **H–6, L–6–15–17–18–19–21–22** **(KZFW)**

**Abilene – 134.25** 127.45
**Ardmore – 132.975** 128.1
**Big Spring –** 133.7
**Blue Ridge A –** 124.875
**Blue Ridge B –** 127.6
**Brownwood –** 127.45
**Clinton–Sherman – 132.45** 128.4 126.3
**Cumby –** 132.85 132.02 **126.575**
**Dublin – 128.325**
**Dublin A –** 135.375
**Dublin B –** 127.15
**El Dorado –** 128.2
**Frankston –** 135.25 **134.025**
**Gainsville –** 126.775 124.75
**Keller –** 135.275 134.15 133.25
**Lubbock –** 132.6 126.45 **120.775**
**Marshall –** 135.1 **128.125**
**McAlester – 135.45** 132.2
**Midland A –** 133.1 **132.075**
**Mineral Wells –** 127.0 120.35
**Monroe –** 126.325
**Oklahoma City –** 133.9 **132.45**
**Paducah – 134.55** 133.5 126.45 **120.775**
**Paris –** 124.875
**Plainview –** 126.45
**San Angelo –** 126.15 **120.275**
**Scurry – 135.75** 126.725
**Shreveport – 133.875 132.275** 126.325
**Snyder –** 132.6
**Texarkana – 134.475 126.575** 123.925
**Tyler –** 135.25 **134.025**
**Waco –** 133.3
**Wichita Falls Nr1 – 132.925 124.525**
**Wichita Falls Nr2 –** 133.5 **127.95**

**ⓇHOUSTON CENTER – 134.35** **H–6–7–8–9, L–17–18–19–20–21–22**
**Arr-Dep US – 135.77** 134.95 **133.75** 133.4 **132.65 132.4** 128.3 127.8 125.75 120.35 **(KZHU)**
**Alexandria – 132.7 134.425** 120.975
**Atlantis – 135.775** 135.775 134.9 **132.65** 132.65 120.35
**Austin – 126.425** 132.15 125.65
**Baton Rouge –** 126.35
**Beaumont –** 133.8 126.95 **123.825**
**Boxer – 132.65** 120.35
**Cameron County –** 133.4 **132.65** 132.65
**College Station –** 128.075 125.15 **123.725** 134.8 120.4
**East Breaks –** 133.4
**East Cameron –** 120.350
**Eugene Island – 132.65** 132.65 120.35
**Fredericksburg –** 134.2 **128.65**
**Galveston –** 133.8 **132.65** 132.65
**Galveston A –** 133.4
**Grand Isle – 135.775** 135.775 134.9 **132.65** 132.65 **132.175** 132.175
**Hattiesburg –** 126.8 **119.725**
**High Island – 132.65** 132.65
**Houma – 132.65** 132.65
**Independence – 135.775** 135.775 134.9
**Intracoastal City –** 120.35
**Kerrville –** 134.95
**Kingsville – 133.75** 128.15
**Lacombe – 126.875** 126.35 121.025
**Lafayette – 133.65** 126.35
**Lake Charles – 132.95** 124.7
**Laredo – 133.75** 127.8 126.1
**Lometa –** 132.35
**Lufkin –** 134.8 **132.775** 126.95 125.175
**McComb –** 126.8
**Mobile –** 132.6 **125.775**
**Natchez –** 120.975
**Newton –** 134.8 128.175
**Palacios –** 128.6
**Rockport –** 134.6 133.4 128.15
**Rocksprings – 132.4** 125.75
**San Antonio –** 132.8 **125.25**
**Sarita –** 133.4
**Sealy –** 132.15 **126.425** 128.6
**South Timbalier – 135.775** 135.775 134.9
**Three Rivers –** 134.6
**Tick –** 133.4 120.35
**Uvalde –** 134.95 126.1
**Vermillion –** 120.35
**Victoria –** 135.05 **124.725**
**Virgo –** 134.9

**ⓇKANSAS CITY CENTER – 132.325** **H–5–6, L–10–15–16–27, A–2**
**(KZKC)**
**Chanute –** 132.9
**Gage –** 126.95
**Liberal – 134.675** 134.0
**Oklahoma City –** 128.3
**Ponca City –** 127.8
**Tulsa – 125.825** 128.8

**ⓇMEMPHIS CENTER – 127.975 124.025** **H–5–6–9, L–15–16–17–18–22–25–26**
**(KZME)**

**Brinkley –** 135.3 **124.025** 126.85
**Columbus – 134.775 133.125** 127.1
**Fayetteville – 132.55** 126.1
**Fort Smith –** 126.1
**Greenville –** 135.875 **133.075 124.925**
**Greenwood –** 132.5 **127.425**
**Harrison –** 126.85
**Hot Springs –** 128.475
**Jackson –** 132.5
**Louisville –** 132.75
**McKellar–** 134.65 127.975 **126.45** 124.35
**Meridian – 128.275** 125.975
**Pine Bluff –** 135.875 **132.425 125.475**
**Russellville –** 128.475
**Tupelo – 135.9** 135.9 134.4 128.5 **127.375**
**Walnut Ridge – 132.375** 120.075

VHF frequencies available at Flight Service Stations and at their remote communication outlets (RCO's) are listed below for the coverage of this volume. Frequencies in bold type are available all altitudes but recommended for use FL180 and above. ''T'' indicates transmit only and ''R'' indicates receive only. RCO's available at NAVAID's are listed after the NAVAID name. RCO's not at NAVAID's are listed by name.

## ALBUQUERQUE AFSS 122.55

EL PASO RCO **122.4** 122.55
FORT STOCKTON VORTAC 116.9T 122.1R
GUADALUPE PASS RCO 122.35
MARFA VOR/DME 115.9T 122.1R

## DE RIDDER AFSS

BATON ROUGE RCO 122.2
DE RIDDER ROC 122.2
DRISKILL MOUNTAIN RCO 122.35
ESLER RCO **122.55**
HOUMA RCO 122.45
LAFAYETTE RCO 122.35
LAKE CHARLES RCO **122.3**
LEEVILLE VORTAC 113.5T 122.1R
MANY RCO 122.15
MONROE RCO 122.25
NEW ORLEANS RCO **122.6**
PATTERSON RCO 122.5
SHREVEPORT RCO **122.6**
SOUTH TIMBALIER RCO 122.6
TIBBY VORTAC 112.0T 122.1R
VERMILLION RCO 122.6

## FORT WORTH AFSS 122.6

ABILENE RCO **122.65**
AMARILLO RCO **122.65**
BRECKENRIDGE RCO 122.5
BROWNWOOD RCO 122.5
CHILDRESS RCO 122.45
DALHART RCO 122.2
DALLAS RCO 122.3
GREGG COUNTY RCO 122.2
JACKSBORO RCO 122.4
LUBBOCK RCO 122.55
MINERAL WELLS RCO 122.2
PARIS RCO 122.25
PLAINVIEW RCO 122.55
SHERMAN/DENISON RCO 122.3
SNYDER RCO 122.45
TYLER RCO 122.3
WACO RCO **122.15**
WICHITA FALLS RCO 122.65

## GREENWOOD AFSS

BIGBEE RCO 123.65
EATON VORTAC 110.6T 122.1R
GREENVILLE VOR/DME 110.2T 122.1R
GREENWOOD RCO 122.2 **122.55**
GULFPORT VOR/DME 109.0T 122.1R
HOLLY SPRINGS VORTAC 112.4T 122.1R 122.3
JACKSON VORTAC 112.6T 122.1R 122.2 122.65
KEWANEE VORTAC 113.8T 122.1R
LAUREL RCO 122.3
MC COMB RCO 122.2 122.4
MC COMB VORTAC 116.7T 122.1R 122.2 122.4
MERIDIAN VORTAC 117.0T 122.1R 122.2 122.6
NATCHEZ VOR/DME 110.0T 122.1R
PICAYUNE VOR/DME 112.2T 122.1R
SIDON VORTAC 114.7T 122.1R
TUPELO RCO 122.5

## JONESBORO AFSS 122.2 122.3

BATESVILLE RCO 122.25
EL DORADO RCO 122.65
FAYETTEVILLE RCO 122.3
FAYETTEVILLE (SPRINGDALE) RCO 122.55
FLIPPIN RCO 122.35
FORT SMITH RCO 122.2
HARRISON RCO 122.45
HOT SPRINGS VOR/DME 110.0T 122.1R
JONESBORO RCO 122.2 122.3 123.6
LITTLE ROCK RCO **122.55**
MONTICELLO VOR/DME 111.6T 122.1R
PINE BLUFF RCO 122.6
SOCIAL HILL RCO 122.075
TEXARKANA RCO **122.45**
WALNUT RIDGE VORTAC 114.5T 122.1R

## MC ALESTER AFSS

ADA RCO **122.45**
ARDMORE RCO **122.55**
BARTLESVILLE RCO 123.6
GAGE RCO **122.55**
HOBART RCO 122.2
MC ALESTER RCO **122.65** 123.6
MUSKOGEE RCO 122.5
NORMAN RCO **122.15**
PONCA CITY RCO **122.25**
RICH MOUNTAIN RCO 122.6
SAYRE VORTAC 115.2T 122.1R
STILLWATER VOR/DME 108.4T 122.1R 122.3
TULSA RCO 122.2 **123.65**
WILEY POST RCO 122.4 **122.65**
WOODRING RCO 122.6

## MONTGOMERY COUNTY AFSS

BEAUMONT RCO 122.2
CENTER RCO 122.6
COLLEGE STATION RCO 122.2 **122.65**
EAST BREAKS RCO 122.5
GALVESTON RCO **122.15** 122.2
HIGH ISLAND RCO **122.35**
HOBBY RCO **122.35**
HOUSTON RCO **122.4**
HUNTSVILLE RCO 122.3
JASPER RCO **122.5**
LUFKIN RCO 122.2
MONTGOMERY COUNTY RCO 122.0 122.2
PALACIOS RCO **122.25**
VICTORIA RCO 122.2

## SAN ANGELO AFSS

ALICE RCO 122.6
AUSTIN RCO 122.55
BIG SPRING RCO 122.4
BROWNSVILLE RCO 122.3
CENTER POINT VORTAC 117.5T 122.1R
CORPUS CHRISTI RCO **122.65**
COTULLA RCO 122.2
DEL RIO RCO 122.3
EAGLE PASS RCO **122.3**
HARLINGEN RCO **122.35**
JUNCTION RCO 122.3
LAMPASAS RCO 122.55
LAREDO RCO 122.3
MC ALLEN RCO 122.2
MIDLAND RCO 122.6
PECOS VOR/DME 111.8T 122.1R
ROCKSPRINGS VORTAC 111.2T 122.1R
SAN ANGELO RCO 122.25
SAN ANTONIO RCO 122.2 122.3
STONEWALL VORTAC 113.8T 122.1R
TEMPLE VOR/DME 110.4T 122.1R
THREE RIVERS VORTAC 111.4T 122.1R
UVALDE RCO 123.65
WINK RCO 122.05

# FLIGHT STANDARDS DISTRICT OFFICES (FSDO)

Below is a list of FSDO's in the area of coverage of this directory. These offices serve the aviation industry and the general public on matters relating to certification and operation of general aviation aircraft. Address letters to Manager, Flight Standards District Office–Federal Aviation Administration.

## ARKANSAS

1701 Bond Street
Little Rock, AR 72202
Telephone: 501 –918–4400
1–800–632–9566 (AR only)

## LOUISIANA

9191 Plank Road
Baton Rouge, LA 70811
Telephone: 225–358–6800
1–800–821–1960

## MISSISSIPPI

100 W. Cross Street, Suite C
Jackson-Evers Intl Airport
Jackson, MS 39208
Telephone: 601–664–9800

## OKLAHOMA

The Parkway Building
1300 S. Meridian, Suite 601
Oklahoma City, OK 73108
Telephone: 405–951–4200

## TEXAS

1431 Greenway Drive, Suite 1000
Irving, TX 75038
Telephone: 972–582–1800
972–582–1872 (Fax)
972–582–1862 (Fax)

14800 Trinity Blvd., Suite 200
Fort Worth, TX 76155
Telephone: 817–684–6700
817–684–6757 (Fax)

Route 3, Box 51
Lubbock, TX 79403–9712
Telephone: 806–740–3800
806–740–3809 (Fax)
1–800–858–4115

10100 Reunion Place, Suite 200
San Antonio, TX 78216–4128
Telephone: 210–308–3300
1–800–292–2023

2221 Alliance Blvd, Suite 400
Fort Worth, TX 76177
Telephone: 817–491–5000

13100 Space Center Blvd., Suite 5400
Houston, TX 77059–3598
Telephone: 281–212–9700
888–285–2127 (Toll free)
281–212–9759 (Fax)

## PREFERRED IFR ROUTES

A system of preferred routes has been established to guide pilots in planning their routes of flight to minimize route changes during the operational phase of flight, and to aid in the efficient orderly management of the air traffic using federal airways. The preferred IFR routes which follow are designed to serve the needs of airspace users and to provide for a systematic flow of air traffic in the major terminal and enroute flight environments. Cooperation by all pilots in filing preferred routes will result in fewer traffic delays and will better provide for efficient departure, enroute and arrival air traffic service.

The following lists contain preferred IFR routes for the low altitude stratum and the high altitude stratum. The high altitude list is in two sections; the first section showing terminal to terminal routes and the second section showing single direction route segments. Also, on some high altitude routes low altitude airways are included as transition routes.

The following will explain the terms/abbreviations used in the listing:

1. Preferred routes beginning/ending with an airway number indicate that the airway essentially overlies the airport and flight are normally cleared directly on the airway.
2. Preferred IFR routes beginning/ending with a fix indicate that aircraft may be routed to/from these fixes via a Standard Instrument Departure (SID) route, radar vectors (RV), or a Standard Terminal Arrival Route (STAR).
3. Preferred IFR routes for major terminals selected are listed alphabetically under the name of the departure airport. Where several airports are in proximity they are listed under the principal airport and categorized as a metropolitan area; e.g., New York Metro Area.
4. Preferred IFR routes used in one direction only for selected segments, irrespective of point of departure or destination, are listed numerically showing the segment fixes and the direction and times effective.
5. Where more than one route is listed the routes have equal priority for use.
6. Official location identifiers are used in the route description for VOR/VORTAC navaids.
7. Intersection names are spelled out.
8. Navaid radial and distance fixes (e.g., ARD201113) have been used in the route description in an expediency and intersection names will be assigned as soon as routine processing can be accomplished. Navaid radial (no distance stated) may be used to describe a route to intercept a specified airway (e.g., MIV MIV101 V39; another navaid radial (e.g., UIM UIM255 GSW081); or an intersection (e.g., GSW081 FITCH).
9. Where two navaids, an intersection and a navaid, a navaid and a navaid radial and distance point, or any navigable combination of these route descriptions follow in succession, the route is direct.
10. The effective times for the routes are in UTC. During periods of daylight saving time effective times will be one hour earlier than indicated. All states observe daylight saving time except Arizona, Puerto Rico and the Virgin Islands. Pilots planning flight between the terminals or route segments listed should file for the appropriate preferred IFR route.
11. (90–170 incl) altitude flight level assignment in hundred of feet.
12. The notations ''pressurized'' and ''unpressurized'' for certain low altitude preferred routes to Kennedy Airport indicate the preferred route based on aircraft performance.
13. High Altitude Preferred IFR Routes are in effect during the following time periods unless otherwise noted.

| | |
|---|---|
| Sun | 1300–2259 local time. |
| Mon thru Fri | 0701–2259 local time. |
| Sat | 0701–1459 local time. |

14. Use current SIDs and STARs for flight planning.
15. For high altitude routes, the portion of the routes contained in brackets is suggested but optional. The portion of the route outside the brackets will likely be required by the facilities involved.

## LOW ALTITUDE

| Terminals | Route | Effective Times (UTC) |
|---|---|---|
| **DALLAS/FORT WORTH AREA** | | |
| Atlanta (ATL) | TTT084 SOLDO UIM V54 TXK V278 VUZ V417 MAYES V325 DALAS ATL | 0000–2359 |
| Chicago Midway (MDW) | FUZ022 MLC206 MLC V63 UIN V586 PIA PIA056 MOTIF JOT | 0000–2359 |
| Chicago O'Hare (ORD) | FUZ022 MLC206 MLC V63 UIN V586 PIA V262 BDF V10 PLANO | 0000–2359 |
| Houston Hobby (HOU) | V369 TNV | 0000–2359 |
| Memphis (MEM) | TTT084 SOLDO UIM V54 TXK V16 UJM | 1200–1400 and 1800–0000 |
| New Orleans (MSO) | TTT084 SOLDO UIM V114 VEILS | 0000–2359 |
| San Antonio (SAT) | ACT V358 STV | 0000–2359 |
| **HOUSTON METRO AREA** | | |
| Dallas (DAL) | LEONA–DP CQY DUMPY–STAR | |
| Dallas/Fort Worth (DFW) | (Non Turbojet–North Flow) LEONA CQY CEDAR CREEK–STAR<br>or<br>(Non Turbojet–South Flow) LEONA CQY DUMPY–STAR | |

| Terminals | Route | Effective Times (UTC) |
|---|---|---|
| New Orleans (MSY) | (100 and below–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP SBI V198 TBD V552 .. or (100 and below–all others) HUB SBI274/16 SBI V198 TBD V552 .. or (110–180 incl–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA AWDAD AWDAD–STAR .. or (110–180 incl–all others) HUB SBI274/16 SBI LLA AWDAD AWDAD–STAR .. or (100 and below) LAKE CHARLES–DP LCH V20 .. or (110–180 incl–GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP AWDAD AWDAD–STAR .. or (110–180 incl–all others) LAKE CHARLES–DP LCH AWDAD–STAR .. | |
| **NEW ORLEANS METRO AREA** | | |
| Dallas/Fort Worth (DFW) | RQR V566 AEX V114 GGG V94 CQY .. | 0000–2359 |
| **TULSA (TUL)** | | |
| Indianapolis (IND) | V14 SGF V190 PXV V11 .. | 0000–2359 |
| Springfield (SPI) | V14 SGF V63 UIN V50 .. | 0000–2359 |
| Terre Haute (HUF) | V14 SGF V190 PXV V7 .. | 0000–2359 |

## HIGH ALTITUDE

| Terminals | Route | Effective Times (UTC) |
|---|---|---|
| **BATON ROUGE METRO AREA** | | |
| Atlanta (ATL) | GCV LGC–STAR .. or (RNAV only) GCV HONIE (RNAV)–STAR .. | |
| Houston (HOU) | (GPS or DME/DME–IRU equipped) SALVO LFT ELAAN CLMBA COLUMBIA (RNAV)–STAR .. or (Non–advanced NAV only) SALVO LFT LCH DAISETTA–STAR .. | |
| Houston (IAH) | (GPS OR DME/DEM–IRU EQUIPPED) SALVO LFT GIRLY WOLDE WOLDE (RNAV)–STAR .. or (Non–advanced NAV only) SALVO LFT LCH DAISETTA–STAR .. | |
| **DALLAS/FORT WORTH METRO AREA** | | |
| Baltimore (BWI) | TXK J42 BKW J147 CSN OTT–STAR .. or (GPS or DME/DME–IRU equipped) TXK J42 BKW J147 CSN RAVNN (RNAV)–STAR .. | |
| Boca Raton (BCT) | (GPS OR DME/DEM–IRU EQUIPPED) SWB MCB J50 CEW J2 SZW PRRIE (RNAV) STAR or (GPS OR DME/DME–IRU EQUIPPED) SWB HRV Q105 REDFN Q100 SRQ PRRIE (RNAV STAR) | |
| Boston (BOS) | TTT064 LIT235 LIT J131 PXV J29 JHW J82 ALB GDM–STAR .. or SQS J52 ATL GRD J209 RDU J207 FKN J79 JFK060060 ORW PVD V151 INNDY .. | |
| Charlotte (CLT) | SQS J52 ATL UNARM–STAR .. or (Turbojets–GPS or DME/DME–IRU equipped) SQS J52 ATL ADENA (RNAV)–STAR .. | |
| Chicago Midway (MDW) | FUZ J181 MAGOO MOTIF–STAR .. | |
| Chicago O'Hare (ORD) | FUZ J181 BDF BDF–STAR .. | 1200–0400 |

| Terminals | Route | Effective Times (UTC) |
|---|---|---|
| Cincinnati (CVG) | (RNAV only) TXK J42 MEM J29 PXV SARGO (RNAV)–STAR | |
| Cleveland Metro Area (CLE) (CGF) (BLK) (LNN) (LPR) | PXV ZABER–STAR | |
| Denver (DEN) | ADM ADM303 ROLLS J52 LAA QUAIL–STAR | |
| Detroit Metro–Wayne (DTW) | LIT J131 PXV VHP FWA MIZAR–STAR | 1200–0400 |
| Detroit Metro Area (PTK), (YIP), (ARB) (DET), (CYQG) | TXK J131 PXV VHP FWA CRUXX–STAR | |
| | TXK J131 PXV VHP FWA V96 VWV VWV051 POOFE | |
| Fort Lauderdale (FLL) | (DME/DME–IRU OR GPS) SWB HRV Q105 BLVNS Q102 BAGGS JINGL (RNAV) STAR<br>or<br>(all others) SWB HRV Q105 BLVNS Q102 BAGGS RSW FORTL–STAR | |
| Houston (HOU) | (Turbojets) JPOOL–DP ELLVR TEXNN–STAR<br>or<br>(Non–Turbojets) JPOOL–DP CLL BLUBL–STAR | |
| Houston (IAH) | JPOOL–DP BILEE RIICE–STAR | |
| Kennedy (JFK) | SQS J52 ATL GRD J209 ORF J121 SIE CAMRN–STAR | |
| La Guardia (LGA) | SQS J52 ATL AHN J208 HPW J191 PXT KORRY–STAR | |
| Louisville (IIU) | TXK J42 BNA BNA037 BARRY EWO | |
| Miami (MIA) | (all others) SWB HRV Q105 BLVNS Q102 CYY CYY–STAR<br>or<br>(all others) SWB MCB J50 CEW J2 SZW J43 PIE CYY–STAR<br>or<br>(DME/DME/IRU OR GPS TURBOJET) SWB MCB J50 CEW J2 SZW SSCOT (RNAV)–STAR<br>or<br>(DME/DME/IRU OR GPS TURBOJET) SWB HRV Q105 BLVNS Q102 BAGGS SSCOT (RNAV)–STAR | |
| Newark (EWR) | TXK J42 GVE DYLIN–STAR<br>or<br>(GPS or DME/DME–IRU equipped) TXK J42 GVE PHLBO (RNAV)–STAR | |
| Philadelphia (PHL) | TXK J42 OTT DQO–STAR | |
| Phoenix (PHX) | ABI J4 SSO J50 TOTEC | 0100–0500 |
| Pittsburgh (PIT) | TXK J42 MEM J29 PXV HNN WISKE–STAR | |
| San Francisco (SFO) | TTT275 GTH119 GTH GTH288 TCC105 TCC J76 FTI J58 OAL MOD | |
| San Jose (SJC) | TTT275 GTH119 GTH GTH288 TCC105 TCC J76 FTI J58 OAL HYP | |
| West Palm Beach (PBI) | SWB HRV Q105 REDFN Q100 SRQ WLACE (RNAV)–STAR<br>or<br>SWB MCB J50 CEW J2 SZW WLACE (RNAV)–STAR<br>or<br>(GPS or DME/DME–IRU equipped) SWB MCB J50 CEW J2 SZW WLACE (RNAV)–STAR<br>or<br>(GPS or DME/DME–IRU equipped) SWB HRV Q105 REDFN Q100 SRQ WLACE (RNAV)–STAR | |
| **GULFPORT** | | |
| Houston (HOU) | (DME/DME–IRU or GPS–equipped) HRV COLUMBIA (RNAV)–STAR | |
| Houston (IAH) | (DME/DME–IRU or GPS–equipped) HRV WOLDE (RNAV)–STAR | |
| **HOUSTON METRO AREA (HOU, IAH)** | | |
| Atlanta (ATL) | (Turbojets–GPS or DME/DME–IRU equipped) LAKE CHARLES–DP BTR GCV HONIE (RNAV)–STAR<br>or | |

| Terminals | Route | Effective Times (UTC) |
|---|---|---|
| | (all others) LAKE CHARLES–DP BTR GCV LA GRANGE–STAR | |
| | or | |
| | (Turbojets–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV GCV HONIE (RNAV)–STAR | |
| | or | |
| | (all others) HUB SBI274/16 SBI LLA HRV GCV LA GRANGE–STAR | |
| Austin (AUS) | INDUSTRY–DP IDU BITER–STAR | |
| Baltimore (BWI) | (GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 SPA J14 RIC OTT–STAR | |
| | or | |
| | (GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 SPA J14 RIC RAVNN (RNAV)–STAR | |
| | or | |
| | (Turbojets–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J37 SPA J14 RIC RAVNN (RNAV)–STAR | |
| | or | |
| | (Turbojets–all others) HUB SBI274/16 SBI LLA HRV SJI J37 SPA J14 RIC OTT–STAR | |
| | or | |
| | (Turbojets–GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 SPA J14 RIC RAVNN (RNAV)–STAR | |
| | or | |
| | (Turbojets–all others) LAKE CHARLES–DP BTR SJI J37 SPA J14 RTC OTT–STAR | |
| Boca Raton (BCT) | (GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q100 SRQ PRRIE (RNAV)–STAR | |
| | or | |
| | (GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q102 BAGGS JINGL (RNAV)–STAR | |
| | or | |
| | (GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q102 BAGGS PRRIE (RNAV)–STAR | |
| | or | |
| | (GPS or DME/DME–IRU equipped) HUB SBI274/16 SBI LLA HRV SJI J2 SZW PRRIE (RNAV)–STAR | |
| | or | |
| | (GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J2 SZW PRRIE (RNAV)–STAR | |
| Boston (BOS) | (Turbojets–GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK ORW–STAR | |
| | or | |
| | (Turbojets–all others) LAKE CHARLES–DP BTR SJI J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK WOONS–STAR | |
| | or | |
| | (Turbojets–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK INNDY (RNAV)–STAR | |
| | or | |
| | (Turbojets–all others) HUB SBI274/16 SBI LLA HRV SJI J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK WOONS–STAR | |

| Terminals | Route | Effective Times (UTC) |
|---|---|---|
| Charlotte (CLT) | (all others) LAKE CHARLES–DP BTR KALBE MEI J239 ATL UNARM–STAR | 1400–0100 |
| | or | |
| | (Turbojets–GPS or DME/DME–IRU equipped) LAKE CHARLES–DP BTR KALBE MEI J239 ATL ADENA (RNAV)–STAR | 1400–0100 |
| | or | |
| | (Turbojets–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA BTR KALBE MEI J239 ATL ADENA (RNAV)–STAR | 1400–0100 |
| | or | |
| | (all others) HUB SBI274/16 SBI LLA BTR KALBE MEI J239 ATL UNARM–STAR | 1400–0100 |
| Chicago (ORD) | J33 FUZ J105 BDF–STAR | 2025–2125 and 0000–0110 |
| | or | |
| | LUFKIN–DP LIT J180 FTZ BDF–STAR | |
| Cincinnati (CVG) | (GPS or DME/DME–IRU equipped) LUFKIN–DP LIT J131 PXV SARGO (RNAV)–STAR | |
| | or | |
| | (all others) LUFKIN–DP LIT J131 PXV MOSEY–STAR | |
| Cleveland (CLE) | LUFKIN–DP LIT J131 PXV JUDDI CVG ZABER–STAR | |
| | or | |
| | LUFKIN–DP LIT J131 PXV ZABER–STAR | |
| Denver (DEN) | LEONA ADM J52 LAA QUAIL–STAR | |
| Detroit–Wayne (DTW) | LUFKIN–DP LIT J131 PXV VHP FWA MIZAR–STAR | |
| | or | |
| | ALAMO–DP LFK J101 LIT J131 PXV VHP FWA MIZAR–STAR | |
| Fort Lauderdale (FLL) | (GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q102 BAGGS FORTL–STAR | |
| | or | |
| | (GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q102 BAGGS RSW FORTL–STAR | |
| | or | |
| | (GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q102 BAGGS JINGL (RNAV)–STAR | |
| | or | |
| | (GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J2 SZW JINGL (RNAV)–STAR | |
| | or | |
| | (all others) HUB SBI274/16 SBI LLA HRV SJI J2 SZW J41 PIE FORTL–STAR | |
| | or | |
| | (GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J2 SZW JINGL (RNAV)–STAR– | |
| | or | |
| | (all others) LAKE CHARLES–DP BTR SJI J2 SZW J41 PIE FORTL–STAR | |
| Kennedy (JFK) | (GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 MGM MGM048/138 GRD J209 ORF J121 SIE CAMRN–STAR | |
| | or | |

| Terminals | Route | Effective Times (UTC) |
|---|---|---|
| | (Turbojets–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J37 MGM MGM048/138 GRD J209 ORF J121 SIE CAMRN–STAR | |
| | or | |
| | (Turbojets–all others) HUB SBI274/16 SBI LLA HRV SJI J37 MGM MGM048/138 GRD J209 ORF J121 SIE CAMRN–STAR | |
| | or | |
| | (Turbojets–GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 MGM MGM048/138 GRD J209 ORF J121 SIE CAMRN–STAR | |
| | or | |
| | (Turbojets–all others) LAKE CHARLES–DP BTR SJI J37 MGM MGM048/138 GRD J209 ORF J121 SIE CAMRN–STAR | |
| La Guardia (LGA) | (Turbojets–GPS or DME//DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 MGM AHN J208 HPW J191 PXT KORRY–STAR | |
| | or | |
| | (Turbojets–all others) LAKE CHARLES–DP BTR SJI J37 MGM AHN J208 HPW J191 PXT KORRY–STAR | |
| | or | |
| | (Turbojets–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J37 MGM AHN J208 HPW J191 PXT KORRY–STAR | |
| | or | |
| | (Turbojets–all others) HUB SBI274/16 SBI LLA HRV SJI J37 MGM AHN J208 HPW J191 PXT KORRY–STAR | |
| Miami (MIA) | (GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q102 CYY CYY–STAR | |
| | or | |
| | (Turbojets–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q102 BAGGS SSCOT (RNAV)–STAR | |
| | or | |
| | (Turbojets–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q102 CYY SSCOT (RNAV)–STAR | |
| | or | |
| | (Turbojets–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J2 SZW SSCOT (RNAV)–STAR | |
| | or | |
| | (all others) HUB SBI274/16 SBI LLA HRV SJI J2 SZW J41 PIE CYPRESS–STAR | |
| | or | |
| | (Turbojets–GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J2 SZW SSCOT (RNAV)–STAR | |
| | or | |
| | (all others) LAKE CHARLES–DP BTR SJI J2 SZW J41 PIE CYPRESS–STAR | |
| Newark (EWR) | (GPS or DME/DME–IRU equiped) GUSTI (RNAV)–DP SJI SPA J14 J51 FAK PHLBO (RNAV)–STAR | |
| | or | |
| | (Turbojets–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J37 SPA J14 CREWE J51 FAK PHILBO (RNAV)–STAR | |
| | or | |

| Terminals | Route | Effective Times (UTC) |
|---|---|---|
| | (Turbojets–all others) HUB SBI274/16 SBI LLA HRV SJI J37 SPA J14 CREWE J51 FAK PHLBO (RNAV)–STAR | |
| | or | |
| | (Turbojets–GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 SPA J14 CREWE J51 FAK PHLBO (RNAV)–STAR | |
| | or | |
| | (Turbojets–all others) LAKE CHARLES–DP SJI J37 SPA J14 CREWE J51 FAK PHLBO (RNAV)–STAR | |
| Orlando (MCO) | (Turbojets–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q100 REMIS BOXKR COSTR (RNAV)–STAR | 1100–0400 |
| | or | |
| | (GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q100 REMIS PIE COSTR (RNAV)–STAR | |
| | or | |
| | (all others) SABINE PASS (RNAV)–DP LEV Q100 REMIS BOXKR MINEE–STAR | |
| | or | |
| | (GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J2 SZW OTK PIGLT (RNAV)–STAR | |
| | or | |
| | (all others) HUB SBI274/16 SBI LLA HRV SJI J2 SZW J43 PIE MINEE–STAR | |
| | or | |
| | (GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J2 SZW OTK PIGLT (RNAV)–STAR | |
| | or | |
| | (all others) LAKE CHARLES–DP BTR SJI J2 SZW J43 PIE MINEE–STAR | |
| Palm Beach (PBI) | (GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q100 SRQ WLACE (RNAV)–STAR | |
| | or | |
| | (GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q102 BAGGS WLACE (RNAV)–STAR | |
| | or | |
| | (GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J2 SZW WLACE (RNAV)–STAR | |
| | or | |
| | (GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J2 SZW WLACE (RNAV)–STAR | |
| Philadelphia (PHL) | (GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 SPA J14 J51 FAK DPNT–STAR | |
| | or | |
| | (Turbojets–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J37 SPA J14 CREWE J51 FAK GUNNI (RNAV)–STAR | |
| | or | |
| | (Turbojets–all others) HUB SBI274/16 SBI LLA HRV SJI J37 SPA J14 CREWE FAK DUPONT–STAR | |
| | or | |
| | (Turbojets–DPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 SPA J14 CREWE J51 FAK GUNNI (RNAV)–STAR | |
| | or | |

| Terminals | Route | Effective Times (UTC) |
|---|---|---|
| | (Turbojets–all others) LAKE CHARLES–DP BTR SJI J37 SPA J14 CREWE J151 FAK DUPONT–STAR.. | |
| Pittsburgh (PIT) | LUFKIN–DP LIT J131 PXV IIU HNN WISKE–STAR ... | |
| | or | |
| | (GPS or DME/DME–IRU equipped) LEV Q100 REMIS BLOND BLOND (RNAV)–STAR | |
| San Antonio (SAT) | INDUSTRY–DP IDU MARCS–STAR | |
| Tampa (TPA) | (GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q102 REMIS BLOND BLOND (RNAV)–STAR | |
| | or | |
| | (GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LEV Q102 REMIS SIMMR BLOND (RNAV)–STAR | |
| | or | |
| | (GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J2 SZW FOOXX (RNAV)–STAR | |
| | or | |
| | (all others) HUB SBI274/16 SBI LLA HRV SJI J2 SZW DARBS–STAR | |
| | (GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J2 SZW FOOXX (RNAV)–STAR | |
| | or | |
| | (all others) LAKE CHARLES–DP BTR SJI J2 SZW DARBS–STAR | |
| Washington (DCA) | (GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 SPA J14 RIC OJAAY (RNAV)–STAR | |
| | or | |
| | (all others) LAKE CHARLES–DP BTR SJI J37 SPA J14 RIC IRONS–STAR | |
| | or | |
| | (GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J37 SPA J14 RIC OJAAY (RNAV)–STAR | |
| | or | |
| | (all others) HUB SBI274/16 SBI LLA HRV SJI J37 SPA J14 RIC IRONS–STAR | |
| Washington (IAD) | (GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 SPA J14 CREWE J51 FAK BARIN COATT–STAR | 1630–1800 |
| | or | |
| | (GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA HRV SJI J37 SPA J14 CREWE J51 FAK BARIN (RNAV)–STAR | 1630–1800 |
| | or | |
| | (all others) HUB SBI274/16 SBI LLA HRV SJI J37 SPA J14 CREWE J51 FAK COATT–STAR | 1630–1800 |
| | or | |
| | (GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 SPA J14 CREWE J51 FAK BARIN (RNAV)–STAR | |
| | or | |
| | (all others) LAKE CHARLES–DP BTR SJI J37 SPA J14 CREWE J51 FAK COATT–STAR | 1630–1800 |
| Windsor Locks (BDL) | (GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP SJI J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK DPK DPK–STAR ... | |
| | or | |
| | (all others) LAKE CHARLES–DP BTR SJI J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK DPK DPK–STAR | |
| | or | |

| Terminals | Route | Effective Times (UTC) |
|---|---|---|
| | (GPS or DME/DME–IRU euipped) SABINE PASS (RNAV)–DP LLA HRV SJI J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK DPK DPK–STAR | |
| | or | |
| | (all others) HUB SBI274/16 SBI LLA HRV SJI J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK DPK–STAR | |
| **JACKSON (JAN)** | | |
| Houston (HOU) | (DME/DME–IRU or GPS–equipped) AEX ROKIT (RNAV)–STAR | |
| | or | |
| | (Non–advanced NAV only) AEX DAS–STAR | |
| Houston (IAH) | (Turbojets–DME/DME–IRU or GPS–equipped) AEX TXMEX (RNAV)–STAR | |
| | or | |
| | (Non–advanced NAV only) AEX DAS STAR | |
| **LITTLE ROCK (LIT)** | | |
| Houston (HOU) | (DME/DME–IRU or GPS–equipped) J180 SWB ROKIT (RNAV)–STAR | |
| | or | |
| | (Non–advanced NAV only) J180 SWB DAS–STAR | |
| Houston (IAH) | (Turbojets–DME/DME–IRU or GPS–equipped) J180 SWB TXMEX (RNAV)–STAR | |
| | or | |
| | (Non–advanced NAV only) J180 SWB DAS–STAR | |
| **NEW ORLEANS (MSY)** | | |
| Atlanta (ATL) | (Turbojets–GPS or DME/DME–IRU equipped) GCV HONIE (RNAV)–STAR | |
| | or | |
| | (all others) GCV LA GRANGE–STAR | |
| Austin (AUS) | LCH IAH IDU BITER–STAR | |
| Baltimore (BWI) | (Turbojets–GPS or DME/DME–IRU equipped) J37 SPA J14 RIC RAVNN (RNAV)–STAR | |
| | or | |
| | (Turbojets–all others) J37 SPA J14 RIC OTT–STAR | |
| Boston (BOS) | (Turbojets–GPS or DME/DME–IRU equipped) J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK INNDY (RNAV)–STAR | |
| | or | |
| | (Turbojets–all others) J37 MGM MGM048138 GRD J209 RDU J207 FKN J79 JFK ORW–STAR | |
| | (all others) J35 MEM J29 PXV MOSEY–STAR | |
| Chicago (ORD) | J35 SQS FTZ BRADFORD–STAR | |
| Cincinnati (CVG) | (GPS or DME/DME–IRU equipped) J35 MEM J29 PXV SARGO (RNAV)–STAR | |
| | or | |
| | (all others) J35 MEM J29 PXV MOSEY–STAR | |
| Charlotte (CLT) | (Turbojets–GPS or DME/DME–IRU equipped) MEI J239 ATL ADENA (RNAV)–STAR | |
| | or | |
| | (all others) MEI J239 ATL UNARM–STAR | |
| Cleveland (CLE) | J31 MEI BNA J39 IIU ZABER–STAR | |
| Dallas–Fort Worth (DFW) | AEX CEDAR CREEK–STAR | |
| Denver (DEN) | J58 FUZ J21 ADM J52 LAA QUAIL–STAR | |
| Detroit/Wayne (DTW) | J35 MEM J29 PXV VHP FWA MIZAR–STAR | |
| Fort Lauderdale (FLL) | (GPS or DME/DME–IRU equipped) BLVNS Q102 BAGGS JINGL (RNAV)–STAR | |
| | or | |
| | (GPS or DME/DME–IRU equipped) CEW J2 SZW JINGL (RNAV)–STAR | |
| | or | |

| Terminals | Route | Effective Times (UTC) |
|---|---|---|
| | (all others) CEW J2 SZW J41 PIE FORTL–STAR | |
| Houston (HOU) | (GPS or DME/DME–IRU equipped) KCEEE COLUMBIA (RNAV)–STAR<br>or<br>(Non–advanced NAV only) AEX DAS–STAR | |
| Houston (IAH) | (GPS or DME/DME–IRU equipped) JEPEG KUGLE WOLDE WOLDE (RNAV)–STAR<br>or<br>(Non–advanced NAV only) AEX DAS–STAR | |
| Kennedy (JFK) | J37 MGM MGM048138 GRD J209 ORF J121 SIE CAMRN–STAR | |
| La Guardia (LGA) | (Turbojets) J37 MGM AHN J208 HPW J191 PXT KORRY–STAR | |
| Louisville (SDF) | J35 MEM BNA BNA037 BARRY EWO | |
| Miama (MIA) | (Turbojets–GPS or DME/DME–IRU equipped) BLVNS Q102 CCY SSCOT (RNAV)–STAR<br>or<br>(Turbojets–GPS or DME/DME–IRU equipped) CEW J2 SZW SSCOT (RNAV)–STAR<br>or<br>(all others) CEW J2 SZW J41 PIE CYPRESS–STAR | |
| Newark (EWR) | (Turbojets–GPS or DME/DME–IRU equipped) J37 SPA J14 J51 FAK PHLBO (RNAV)–STAR<br>or<br>(Turbojets–all others) J37 SPA J14 J51 FAK DYLIN–STAR | |
| Orlando (MCO) | (GPS or DME/DME–IRU equipped) REDFN Q100 REMIS PIE COSTR (RNAV)–STAR<br>or<br>(GPS or DME/DME–IRU equipped) CEW J2 SZW OTK PIGLT (RNAV)–STAR<br>or<br>(all others) CEW J2 SZW J43 PIE MINEE–STAR | |
| Philadelphia (PHL) | (Turbojets–GPS or DME/DME–IRU equipped) J37 SPA J14 J51 FAK GUNNI (RNAV)–STAR<br>or<br>(Turbojets–all others) J37 SPA J14 J51 FAK DUPONT–STAR | |
| San Antonio (SAT) | LCH IAH IDU MARCS–STAR | |
| Tampa (TPA) | (GPS or DME/DME–IRU equipped) REDFN Q100 REMIS SIMMR BLOND (RNAV)–STAR<br>or<br>(GPS or DME/DME–IRU equipped) CEW J2 SZW FOOXX (RNAV)–STAR<br>or<br>(all others) CEW J2 SZW DARBS–STAR | |
| Washington (DCA) | (GPS or DME/DME–IRU equipped) J37 SPA J14 RIC OJAAY (RNAV)–STAR<br>or<br>(all others) J37 SPA J14 RIC IRONS–STAR | |
| Washington (IAD) | (GPS or DME/DME–IRU equipped) J37 SPA J14 CREWE J51 FAK BARIN (RNAV)–STAR<br>or<br>(all others) J37 SPA J14 J51 FAK COATT–STAR | |
| Windsor Locks (BDL) | J37 MGM MGM048138 GRD J209 RDU J207 FKN J79 JFK DPK DPK–STAR | |
| **OKLAHOMA CITY (OKC)** | | |
| Houston HOU) | (Turbojets) CVE TEXNN–STAR<br>or<br>(Non–Turbojets) CVE ELLVR BLUBL–STAR | |
| Houston (IAH) | CVE RIICE–STAR | |
| **SAN ANTONIO (SAT)** | | |
| Atlanta (ATL) | J2 LCH J590 GCV LGC STAR<br>or<br>(RNAV only) J2 LCH J590 GCV HONIE RNAV–STAR | |

| Terminals | Route | Effective Times (UTC) |
|---|---|---|
| Denver (DEN) | J17 AMA TBE J171 TODDE QUAIL–STAR | |
| Detroit Metro–Wayne Co (DTW) | ALAMO–DP LFK J101 LIT J131 PXV VHP FWA MIZAR–STAR | |
| Houston (HOU) | ALAMO ELA LISSE–STAR | |
| Houston (IAH) | ALAMO ELA GLAND–STAR | |
| **TULSA (TUL)** | | |
| Houston (HOU) | (Turbojets) OKM CVE TEXNN–STAR | |
| Houston (IAH) | OKM CVE RIICE–STAR | |

## SPECIAL HIGH ALTITUDE DIRECTIONAL ROUTES

| Terminals | Route | Effective Times (UTC) |
|---|---|---|
| Traffic(OCEANIC) originating South of Houston Center northbound: | | |
| HOU | (GPS or DME/DME–IRU equipped) A766 KLAMS COLUMBIA (RNAV)–STAR<br>or<br>(GPS or DME/DME–IRU equipped) B753 MAHEE MCOOL COLUMBIA (RNAV)–STAR | |
| IAH | (GPS or DME/DME–IRU equipped) A766 KLAMS WOLDE (RNAV)–STAR<br>or<br>(GPS or DME/DME–IRU equipped) B753 MAHEE KUGLE WOLDE (RNAV)–STAR | |

## HIGH ALTITUDE—SINGLE DIRECTION ROUTES

| Airway | Segment Fixes | Direction Effective | Effective Times (UTC) |
|---|---|---|---|
| J6 | Lancaster, PA to Little Rock, AR | Southwest | 1100–0300 |
| J42 | Texarkana, AR to Robbinsville, NJ | Northeast | 1100–0300 |
| J180 | Little Rock, AR to Humble, TX | Southwest | 1200–0400 |

## GULF OF MEXICO "Q ROUTES"

These area navigation routes extend more than 12 miles offshore in airspace controlled by the Federal Aviation Administration (FAA). Additional regulatory information for these routes can be found in the Notices to Airmen Publication, Part 3, International Notices to Airmen.

These routes have a Minimum Obstruction Clearance Altitude (MOCA) of 1500 feet (MSL). The Minimum Enroute Altitude (MEA) for these routes is 6000 feet (MSL)

**Q100**

| | |
|---|---|
| LEV VORTAC | |
| REDFN | N28°52.98′/W088°42.11′ |
| ROZZI | N28°18.87′/W086°42.31′ |
| REMIS | N27°53.04′/W085°15.47′ |
| SRQ VORTAC | |

**Q102**

| | |
|---|---|
| LEV VORTAC | |
| BLVNS | N28°22.94′/W088°02.05′ |
| BUNNZ | N28°00.58′/W086°45.76′ |
| BACCA | N27°35.51′/W085°20.66′ |
| CIGAR | N27°29.61′/W084°46.99′ |
| BAGGS | N27°08.06′/W082°50.45′ |
| CYY VORTAC | |

**Q105**

| | |
|---|---|
| HRV VORTAC | |
| FATSO | N29°41.40′/W089°47.08′ |
| REDFN | N28°52.98′/W088°42.11′ |
| BLVNS | N28°22.94′/W088°02.05′ |

## Q–ROUTES REGULATORY

**Q1, Q3, Q5, Q7, Q9 and Q11 are preferred single direction (Southbound) Q routes; flight planning Northbound not authorized.**

Q routes are RNAV routes that require the use of GNSS or DME/DME/IRU RNAV, unless otherwise indicated. Please note that this section does not apply to Q routes in the Gulf of Mexico. Gulf of Mexico Q routes are explained in the Southeast and South Central A/FD volumes. Q routes listed in this A/FD volume have at least part of one of their leg segments within this volume's area of coverage.

GNSS and DME/DME/IRU RNAV operations are authorized along Q routes at FL 180 and above. GNSS and DME/DME/IRU RNAV MEAs will only be published if above FL 180.

DME facilities that have been assessed for RNAV operations are listed below. Q routes with no DME facilities listed are limited to GNSS RNAV operations only. Those routes will have an enroute chart note ''GNSS REQUIRED''.

| Route | Segment | DME |
|---|---|---|
| **Q1** | ELMAA–ERAVE | BTG, OLM, HQM, HUH, UBG |
| | ERAVE–EASON | BTG, OLM, HQM, HUH, LTJ, CVO, DSD, OED, UBG, ONP, EUG |
| | EASON–EBINY | CVO, DSD, OED, BTG, UBG, ONP, EUG, LMT |
| | EBINY–ENVIE | CVO, OED, EUG, LMT, RBL, ENI, ONP, FJS |
| | ENVIE–ETCHY | OED, PYE, OAK, LIN, ECA, LMT, RBL, ENI, SAC, FJS |
| | ETCHY–POINT REYES | LIN, ECA, RBL, ENI, SAC, OAK |
| **Q2** | BOILE–HEDVI | HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR |
| | HEDVI–HOBOL | BZA, GBN, BLH, EED, PXR, IPL, TFD, DRK, TUS |
| | HOBOL–ITUCO | TFD, GBN, BLH, PXR, TUS, CIE, SSO |
| | ITUCO–NEWMAN | EWM, TFD, PXR, CIE, SSO, TUS, TCS |
| **Q3** | FEPOT–FAMUK | OLM, TOU, HQM, CVO, BTG, DSD, LTJ, UBG, ONP, EUG |
| | FAMUK–FRFLY | BTG, DSD, OED, CVO, EUG, ONP, UBG, RBL, LMT |
| | FRFLY–FINER | OED, EUG, RBL, LMT, ENI, CVO, FJS |
| | FINER–FOWND | OED, PYE, ECA, LIN, OAK, ENI, RBL, LMT, SAC, FJS |
| | FOWND–POINT REYES | LIN, ECA, PYE, RBL, SAC, ENI |
| **Q4** | BOILE–HEDVI | HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR |
| | HEDVI–SCOLE | EED, BLH, BZA, GBN, TRM, IPL, TFD |
| | SCOLE–SPTFR | EED, BLH, BZA, GBN, TRM, IPL, TFD |
| | SPTFR–ZEBOL | EED, IPL, BZA, GBN, TFD, PXR, BLH |
| | ZEBOL–SKTTR | PXR, BLH, BZA, GBN, TFD, TUS, SSO, CIE, SVC, TCS |
| | SKTTR–EL PASO | EWM, CUS, SVC, TCS, SSO, CIE, ELP, DMN, CME |
| **Q5** | HAROB–HISKU | OLM, ONP, CVO, EUG, HQM, UBG, BTG, LTJ, DSD, HUH |
| | HISKU–HARPR | ONP, CVO, EUG, LTJ, DSD, UBG, BTG, RBL, OED, LMT, FJS, LKV |
| | HARPR–HOMEG | CVO, EUG, OED, RBL, LMT, ENI, FJS, LKV |
| | HOMEG–HUPTU | SAC, PYE, LIN, OAK, ECA, LMT, RBL, ENI, OED, FJS |
| | HUPTU–STIKM | OAK, ECA, PYE, LIN, SAC, ENI, RBL |

| Route | Segment | DME |
|---|---|---|
| **Q7** | JINMO–JOGEN | CVO, HQM, LTJ, UBG, BTG, ONP, IMB, EUG, OLM, DSD, YKM, PDT, SEA |
| | JOGEN–JUNEJ | LTJ, IMB, UBG, EUG, CVO, RBL, LMT, FMG, DSD, LKV, OED, BTG |
| | JUNEJ–JAGWA | RBL, LMT, FMG, LIN, SAC, ECA, ENI, MOD, SWR, OAK, LKV, CZQ, AVE, SNS |
| | JAGWA–AVENAL | OAK, MOD, ECA, EHF, PRB, AVE, SNS, CZQ |
| **Q9** | SUMMA–SMIGE | OLM, UBG, SEA, YKM, BTG, ONP, IMB, HQM, PDT, EUG, LTJ, CVO, DSD, OED, EPH, MWH |
| | SMIGE–SUNBE | IMB, UBG, EUG, IMB, RBL, LMT, FMG, SAC, OED, CVO, LKV, DSD, BTG |
| | SUNBE–REBRG | RBL, LMT, FMG, SAC, ECA, MVA, CZQ, OAK, EHF, PMD, LKV, LIN, MOD, AVE, OED, SWR |
| | REBRG–DERBB | CZQ, PMD, EHF, LAX, RZS, AVE, MOD, ECA |
| **Q11** | PAAGE–PAWLI | EPH, UBG, CVO, EUG, HQM, YKM, OLM, PDT, BTG, ONP, IMB, LTJ, DSD, LKV, OED, SEA |
| | PAWLI–PITVE | EUG, FMG, SAC, IMB, LKV, OED, DSD, RBL, LMT, CVO, REO |
| | PITVE–PUSHH | FMG, SAC, LIN, SWR, MOD, OAL, RBL, LKV, LMT, MVA, CZQ |
| | PUSHH–LOS ANGELES | SAC, ECA, FMG, LIN, OAL, MOD, EHF, LAX, PMD, PDZ, HEC, OCN, CZQ, AVE, RZS |
| **Q13** | All segments | None; GNSS required |
| **Q15** | All segments | None; GNSS required |
| **Q19** | PLESS–NASHVILLE | ENL, GQO, PXV, BNA, IIU, FAM, BWG, CSX |
| **Q20** | CORONA–HONDS | CNX, ABQ, ACH, ONM, TXO, LVS, TCC, CME |
| | HONDS–UNNOS | CNX, INK, CME, TXO, TCC |
| | UNNOS–FUSCO | FST, ACH, INK, CME, SJT, TXO, TCC |
| | FUSCO–JUNCTION | ABI, CWK, CSI, INK, LZZ, JCT, SJT, STV, FST |
| **Q21** | JONEZ–RAZORBACK | BYP, EOS, TUL, TXK, ADM, RZC, OKM |
| **Q22** | GUSTI–OYSTY | AEX, DAS, MCB, LLA, BTR, LCH, HRV, LFT, LEV |
| | OYSTY–ACMES | RQR, GCV, MCB, BTR, PCU, GPT, HRV, LEV, SJI |
| | ACMES–CATLN | SJI, MGM, MCB, BFM, GPT, GCV, HRV, CEW, MVC, PCU, MEI |
| **Q23** | FORT SMITH–RAZORBACK | OKM, RZC, EOS, TUL |
| **Q24** | LAKE CHARLES–BATON ROUGE | AEX, DAS, LCH, MCB, LFT, BTR |
| | BATON ROUGE–IRUBE | AEX, LEV, MCB, LCH, RQR, HRV, BTR, GCV, MCB, PCU, SJI, LBY |
| | IRUBE–PAYTN | GCV, MCB, JYU, PCU, MEI, HRV, CEW, SJI |
| **Q25** | MEEOW–WALNUT RIDGE | ELD, MEM, LIT, FAM, RZC |
| | WALNUT RIDGE–WLSUN | MEM, STL, BWG, PXV, ENL, FAM, ARG, BNA, CSX, TTH |
| | WLSUN–POCKET CITY | BWG, PXV, ENL, BNA, TTH |
| **Q26** | WALNUT RIDGE–DEVAC | LIT, JKS,GQO, MEM, BNA, FAM, ARG, DYR, VUZ, RMG |
| **Q27** | FORT SMITH–ZALDA | OKM, SGF, RZC, EOS, TUL |
| **Q28** | GRAZN–PYRMD | EIC, LIT, ELD, OKM, TXK |
| | PYRMD–HAKAT | ARG, LIT, FAM, ELD, SGF, RZC, MEM, TXK |
| | HAKAT–ESTEE | ARG, LIT, FAM, SGF, MEM |
| | ESTEE–POCKET CITY | ARG, CSX, FAM, PXV, ENL, MEM, STL, BWG, TTH, BNA |
| **Q29** | HARES–MEMPHIS | MEM, ARG, LIT, JAN, ELD, SQS |
| | MEMPHIS–SIDAE | MEM, PXV, BNA, BWG, ARG, ENL |
| | SIDAE–POCKET CITY | PXV, TTH, BWG, ENL |
| **Q30** | SIDON–VULCAN | GLH, MEM, VUZ, JAN, JYU, MEI, MGM, SQS, RMG |
| **Q31** | DHART–JODOX | SQS, LIT, TXK |
| | JODOX–MARVELL | SQS, LIT, ELD, MEM, ARG |
| | MARVELL–TIIDE | ARG, BWG, PXV, FAM, LIT, MEM, ENL, TTH |
| | TIIDE–POCKET CITY | BWG, PXV, ENL, TTH |
| **Q32** | EL DORADO–GAGLE | AEX, JAN, MEM, SQS, SWB, ELD, LIT, TXK |
| | GAGLE–CRAMM | JAN, SQS, MEM, ARG, VUZ, BNA, LIT |
| | CRAMM–NASHVILLE | BWG, MEM, VUZ, BNA, GQO |
| | NASHVILLE–SWAPP | BWG, IIU, PXV, VXV, BNA, GQO |
| **Q33** | DHART-LITTLE ROCK | AEX, ELD, LIT, TXK, SWB, ARG, MEM, SQS |
| | LITTLE ROCK–PROWL | ELD, SGF, FAM, LIT, ARG, MEM, RZC, CSX, STL |
| **Q34** | TEXARKANA–MATIE | LIT, SWB, TXK, BYP, EIC, ELD, SQS |
| | MATIE–MEMPHIS | LIT, ARG, MEM, ELD, SQS |
| | MEMPHIS–SWAPP | BWG, ARG, MEM, MKL, SQS,PXV, BNA, GQO, IIU, VXV |
| **Q35** | KIMBERLY–NEERO | LTJ, PDT, DSD, IMB, LKV, BOI, REO, BAM, SDO |
| | NEERO–WINEN | BQU, SDO, BAM, REO, BVL, ILC, DTA, ELY, CDC, MLF, BCE |
| | WINEN–CORKR | CDC, BCE, BLD, ILC, MLF, TBC, PGS, INW, DRK |
| | CORKR–DRAKE | TBC, BCE, BLD, DRK, PGS, FLG, GCN, INW, TFD |
| **Q36** | RAZORBACK–TWITS | RZC, MEM, SGF, BUM, TUL, EOS, FAM, ARG, LIT |
| | TWITS–DEPEC | MEM, GQO, BNA, BWG, FAM, ARG, PXV, IIU |
| | DEPEC–NASHVILLE | GQO, BWG, BNA, PXV, IIU |
| | NASHVILLE–SWAPP | VXV, BWG, BNA, GQO, PXV, IIU |

| Route | Segment | DME |
|---|---|---|
| **Q38** | ROKIT–INCIN | DAS, LCH, SWB, IAH, LFK, HUB, AEX |
| | INCIN–LAREY | JAN, MCB, SWB, AEX |
| | LAREY–BESOM | JAN, JYU, MEI, SQS, VUZ |
| **Q40** | ALEXANDRIA–DOOMS | AEX, SWB, LCH, JAN, HEZ, MCB |
| | DOOMS–WINAP | JAN, SQS, MEI, MCB |
| | WINAP–MISLE | MEI, VUZ, JYU |
| **Q42** | KIRKSVILLE–STRUK | CID, IOW, UIN, LMN, IRK, BDF, STL, DEC, ENL, CSX |
| | STRUK–DANVILLE | ENL, IOW, UIN, BDF, DEC, STL, CSX, SPI, TTH, BVT, JOT, VHP, OXI, ENL, OKK, OBK, GIJ, FWA, GSH, IRK |
| | DANVILLE–MUNCIE | GIJ, SPI, BDF, OBK, OKK, VHP, BVT, DEC, GSH, FWA, JOT, TTH, OXI, ROD, FLM |
| | MUNCIE–HIDON | FLM, VHP, GSH, TTH, GIJ, OKK, FWA, ROD, OXI, CRL, GSH, APE, DJB, DXO, HNN, AIR, HVQ, CXR, EWC |
| | HIDON–BUBAA | AIR, APE, HNN, CXR, HVQ, EWC, DJB |
| | BUBAA–PSYKO | AIR, APE, DJB, CXR, HNN, EWC, SLT, CSN, JHW, ETG, PSB |
| | PSYKO–BRNAN | PSB, JHW, EWC, AIR, ETG, CSN, EMI, SLT |
| | BRNAN–MAALS | EMI, SLT, CSN, EWC, PSB, ETG, SAX, RBV, HNK, HUO, SIE |
| | MAALS–SUZIE | ETG, EMI, CSN, HUO, SIE, JFK, PSB, SLT, HNK |
| | SUZIE–EAST TEXAS | JFK, EMI, PSB, SLT, HNK, SIE, RBV, SAX, HUO, CYN |
| | EAST TEXAS–ELIOT | HUO, RBV, EMI, CYN, SAX, JFK, PSB, HNK |
| **Q104** | DEFUN–HEVVN | PIE, PZD, CRG, SZW, TAY, JYU, CEW, MGM, OTK, CRG |
| | HEVVN–PLYER | PIE, ORL, OMN, SRQ, TAY, LAL, CRG, SZW, PZD |
| | PLYER–SWABE | PIE, ORL, OMN, SRQ, TAY |
| | SWABE–ST PETERSBURG | LAL, ORL, OMN, SRQ, PHK, PIE |
| | ST PETERSBURG–CYPRESS | PHK, PBI, SRQ, PIE, VRB, ORL, FLL, LAL, OMN |
| **Q106** | SMELZ–BULZI | LAL, ORL, OMN, PHK, PIE, CRG, VRB, TAY, OTK, PZD, AMG, SZW |
| | BULZI–DRABK | AMG, PZD, TAY, CRG, SZW, MGM, OTK, JYU, CEW, SJI |
| | DRABK–GADAY | MGM, PZD, OTK, JYU, SZW, CEW, SJI |
| **Q108** | GADAY–HKUNA | CEW, JYU, MGM, SZW, RRS, PZD, MAI, OTK, GEF, MGR, TAY, AMG, CRG |
| **Q110** | THNDR–JAYMC | SRQ, VRB, PHK, PIE, LAL, VKZ, ORL, PBI |
| | JAYMC–RVERO | VKZ, VRB, PHK, PIE, LAL, SRQ, ORL, OMN, PBI, DHP |
| | RVERO–KPASA | OMN, PIE, PBI, SRQ, ORL, LAL |
| | KPASA–BRUTS | SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG |
| | BRUTS–GULFR | OMN, AMG, CRG, SZW, PIE, TAY, PZD, OTK |
| | GULFR–FEONA | TAY, MCN, PZD, CRG, OTK, SZW, AMG, MCN, ATL, MGM |
| **Q112** | DEFUN–HEVVN | PIE, OTK, CRG, OMN, LAL, SZW, SRQ, ORL, VRB |
| | HEVVN–INPIN | JYU, PZD, CEW, SZW, MGM, OTK, TAY, AMG, PIE, CRG |
| **Q116** | KPASA–BRUTS | SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG |
| | BRUTS–GULFR | OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK |
| | GULFR–CEEYA | MCN, AMG, PZD, OTK, SZW, TAY |
| **Q118** | KPASA–BRUTS | SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG |
| | BRUTS–LENIE | OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK, MCN |
| **Q501** | VIXIS–GOPHER | ECK, FNT, APN, SSM, GRR, MBL, SAW, BAE, MNM, DLL, AUW, ODI, STE, FGT,EAU, DLH, GEP, BRD, MCW, MSP, ASP, TVC, GRB, RWF |
| | GOPHER–SOBME | FGT, BRD, MCW, GEP, ABR, FAR, DLH, ODI, RWF, FSD |
| **Q502** | KENPA–GOPHER | SSM, FNT, ECK, APN, SAW, GRB, BAE, DLL, AUW, ODI, FGT, DLH, EAU, MCW, MSP, MNM, ASP, TVC, GEP, RWF, BRD |
| | GOPHER–SOBME | FGT, DLH, ODI, MCW, ABR, FAR, MSP, GEP, RWF, FSD, BRD |
| **Q504** | NOTAP–CESNA | SSM, ECK, APN, GLR, PLN, ISQ, MNM, DLL, RHI, DLH, GEP, FGT, ODI, ASP, TVC, SAW, GRB, BRD |
| | CESNA–HEMDI | ODI, GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, DLL, BRD |
| **Q505** | OMAGA–RIMBE | SSM, TVC, ASP, SAW, GRB |
| | RIMBE–CESNA | SSM, RHI, DLL, DLH, GEP, FGT, TVC, SAW, GRB, BRD, ODI |
| | CESNA–HEMDI | GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, BRD, ODI, GRB |

## RNAV Routing and Catch Points

The purpose of this section of the Special High Altitude Routes is to present user routing options for flight within the initial HAR Phase I expansion airspace. Users are able to fly user-preferred routes, referred to as non-restrictive routing (NRR), between specific fixes described by **pitch** (entry into) and **catch** (exit out of) fixes in the HAR airspace. Pitch points indicate an end of departure procedures, preferred IFR routings, or other established routing programs where a flight can begin a segment of NRR. The catch point indicates where a flight ends a segment of NRR and joins published arrival procedures, preferred IFR routing, or other established routing programs.

The HAR Phase I expansion airspace is defined as that airspace at and above FL 350 in fourteen of the western and southern Air Route Traffic Control Centers (ARTCCs). The airspace includes Minneapolis (ZMP), Chicago (ZAU), Kansas City (ZKC), Denver (ZDV), Salt Lake City (ZLC), Oakland (ZOA), Seattle Centers (ZSE), Los Angeles (ZLA), Albuquerque (ZAB), Fort Worth (ZFW), Memphis (ZME), and Houston (ZHU). Jacksonville (ZJX) and Miami (ZMA) are included for east-west routes only.

To develop a flight plan, select pitch and catch points based upon your desired route across the Phase I airspace. Filing requirements to pitch points, and from catch points, remain unchanged from current procedures. For the portion of the route between the pitch and catch points, non-restrictive routing is permitted.

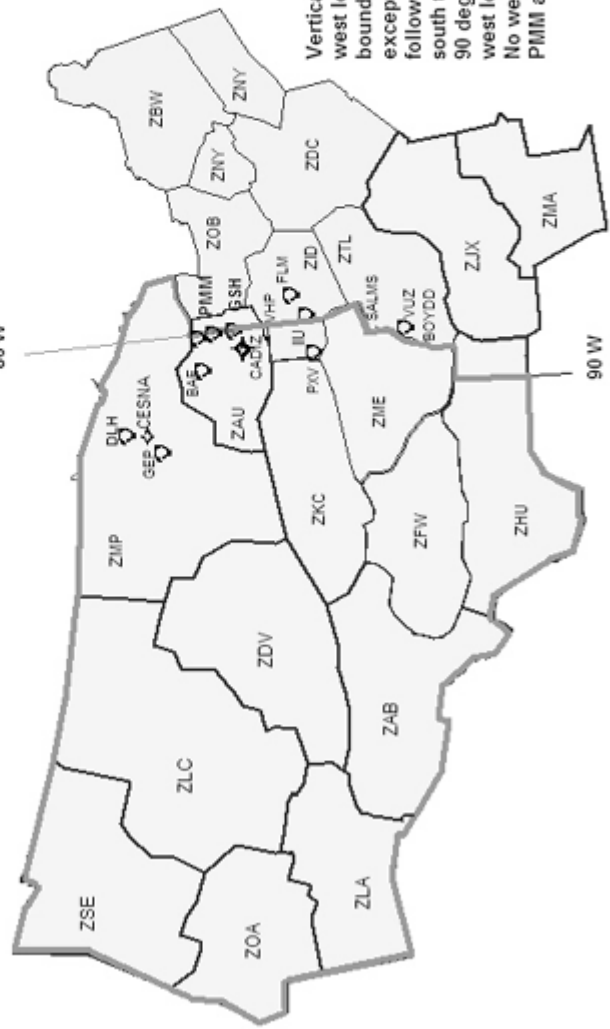
Where pitch points for a specific airport are not identified, aircraft should file an appropriate departure procedure (DP), or any other user preferred routing prior to the NRR portion of their routing. Where catch points for a specific airport are not identified aircraft should file, after the NRR portion of their routing, an appropriate arrival procedure or other user preferred routing to their destination.

Additionally, information concerning the location and schedule of Special Use Airspace (SUA) and Air Traffic Control Assigned Airspace (ATCAA) can be found on the Web Site: http://sua.faa.gov/sua/Welcome.do. ATCAA refers to airspace in the high altitude structure supporting military and other special operations. Users are encouraged to file around these areas when they are scheduled to be active, thereby avoiding unplanned reroutes around them.

In conjunction with the HAR program RNAV routes have been established to provide for a systematic flow of air traffic in specific portions of the enroute flight environment. The designator for these RNAV routes begin with the letter Q, for example, Q-501. Where those routes aid in the efficient orderly management of air traffic they will be published as preferred IFR routes.

High Altitude Redesign (HAR) Phase One Expansion Airspace

Except as noted, flights entering HAR expansion airspace may pitch at the airspace boundary, at the vertical pitch line, or at the fixes listed on the following page.




Vertical Pitch Line: 86 degrees west longitude from the ZMP/ZAU boundary to the ZME/ZID boundary, except between PMM and GSH, then following the ZME east boundary south to the ZHU boundary. Then west to 90 degrees west longitude, the 90 degrees west longitude to the ZHU southern boundary. No westbound traffic between PMM and GSH.

## HAR Special High Altitude Pitch (entry) Points for Nonrestrictive Routing for Airports Located Outside HAR Phase I Expansion Airspace

Westbound traffic originating outside of HAR airspace entering ZMP, ZAU, ZKC and ZME can begin non–restrictive routing over any of the following pitch points (listed from north to south):

DLH, CESNA, GEP, BAE, MKG, GRR, PMM, GSH, CADIZ, FWA, VHP, FLM, IIU, PXV, SGF, RZC, BNA, SALMS, VUZ, BOYDD, MIE.

Traffic originating outside of HAR airspace may also begin Nonrestrictive Routing upon crossing the pitch line depicted on the associated graphic.

## HAR Special High Altitude Pitch Points for Airports Located Within (below) HAR Phase I Expansion Airspace

This section lists pitch points for airports within the HAR Phase I expansion airspace.

| | |
|---|---|
| Albuquerque | ABQ, GUP, HANOS or ZUN |
| Austin | ABI, FUZ, JCT, MQP, NAVYS, SJT or TNV |
| Boca Raton, FL | TBIRD KPASA Q118 LENIE<br>or<br>TBIRD KPASA Q116 CEEYA<br>or<br>TBIRD KPASA Q110 FEONA<br>or<br>TBIRD SMELZ Q106 BULZI<br>or<br>TBIRD SMELZ Q106 GADAY |
| Burbank includes<br>Santa Monica<br>and Van Nuys | GMN, MARKS<br>or<br>DAG LAS<br>or<br>HEC EED<br>or<br>PMD BLH |
| Chicago Terminal Area | IOW, PLL275065, MZV or BAE |
| Dallas/Fort Worth Terminal Area | ABI, LBB, GTH, CDS, MRMAC, IRW, TUL, MLC, TXK<br>ELD, SWB<br>or<br>Aircraft destined the Chicago terminal area<br>Except MDW<br>EAKER MIDEE BDF BRADFORD–STAFF<br>Or<br>MLC J105 SGF BDF BRADFORD–STAF |
| Denver Terminal Area | PUB, DVC, DBL, RLG, EKR, LAR, MBW, CYS, BFF, HANKI, NATTI, ASHBY, BELKE, CABET, WEEDS, OR BINKE |
| Fort Lauderdale (or)<br>Fort Lauderdale Executive | THNDR KPASA Q118 LENIE<br>or<br>THNDR KPASA Q116 CEEYA<br>or<br>THNDR KPASA Q110 FEONA<br>or<br>THNDR SMELZ Q106 GADAY<br>or<br>THNDR SMELZ Q106 BULZI |
| Houston Bush | LIT, ELD, MLC, JCT<br>or<br>Aircraft destined Atlanta Terminal Area<br>LCH Q24 PAYTN HONIE–RNAV STAR<br>or<br>Aircraft joining J37 to the northeast, GUSTI SID GUSTI Q22 CATLN<br>or<br>Aircraft joining J42 to the northeast, EL DORADO SID ELD Q32 J42 |

| | |
|---|---|
| Houston Hobby | LIT, ELD, MLC, JCT,<br>or<br>Aircraft joining J42 to the northeast, EL DORADO SID ELD Q32 J42 |
| Jacksonville, FL | TAY |
| Kansas City Terminal Area | TIFTO, CATTS or KENTN |
| Los Angeles, includes Ontario | GMN, RZS<br>or<br>DAG LAS<br>or<br>TRM EED<br>or<br>TRM PKE |
| Las Vegas | DOBNE, MOSBI, NICLE, TRALR or ZELOT |
| Long Beach includes Orange County | GMN SNS, EHF, LANDO<br>or<br>TRM PKE<br>or<br>TRM EED |
| Memphis | BNA, HAAWK, SALMS or SQS |
| Miami Terminal Area | WINCO KPASA Q118 LENIE<br>or<br>WINCO KPASA Q116 CEEYA<br>or<br>WINCO KPASA Q110 FEONA<br>or<br>WINCO SMELZ Q106 GADAY<br>or<br>WINCO SMELZ Q106 BULZI |
| Milwaukee | GREAS |
| Minneapolis Terminal Area* | ONL, ABR, FAR, OBH, OVR, FOD |
| New Orleans Terminal Area | AEX, MEI, SQS, KAPLN |
| Orlando Terminal Area | WEBBS BRUTS Q118 LENIE<br>or<br>WEBBS GULFR Q116 CEEYA<br>or<br>WEBBS BULZI Q106 GADAY<br>or<br>WEBBS FEONA<br>or<br>WEBBS BULZI |
| Palm Beach, FL | TBIRD KPASA Q118 LENIE<br>or<br>TBIRD KPASA Q116 CEEYA<br>or<br>TBIRD KPASA Q110 FEONA<br>or<br>TBIRD SMELZ Q106 BULZI<br>or<br>TBIRD SMELZ Q106 GADAY |
| Palm Springs | TRM JOTNU BLD<br>or<br>TRM EED<br>or<br>TRM PKE |
| Phoenix | CHILY, CIE, CULTS, RSK, DOVEE, GCN, MESSI, SJN, DRYHT or MOHAK |
| Portland, OR | PDT, TIMEE |

| | |
|---|---|
| Salt Lake City | HVE, DTA, MLF, BCE, OAL, MTU, BVL, OCS, TWF, DBS, BPI<br>or<br>TCH J56 CHE<br>or<br>TCH J173 EKR |
| Saint Louis | VIH, MAP, MYERZ, MCM<br>or<br>HLV MCI |
| San Antonio Terminal Area | FUZ, SJT, MQP, ABI<br>or<br>Aircraft North of LFK, LFK<br>or<br>Aircraft South of HUB, ELA<br>or<br>Aircraft South of LFK and North of HUB LCH |
| San Diego | TRM EED<br>or<br>TRM PKE<br>or<br>TRM JOTNU BLD |
| San Francisco Bay Area<br>Oakland<br>San Jose | GALLI, INSLO, HAROL JSICA<br>GALLI, INSLO, HAROL JSICA<br>GALLI or INSLO |
| Seattle | BLUIT |
| Southwest Florida Airports (RSW/FMY) | JOCKS KPASA Q118 LENIE<br>or<br>JOCKS KPASA Q116 CEEYA<br>or<br>JOCKS KPASA Q110 FEONA<br>or<br>JOCKS SMELZ Q106 GADAY<br>or<br>JOCKS SMELZ Q106 BULZI |
| Tampa Terminal Area | FEONA, BULZI<br>or<br>BRUTS Q118 LENIE<br>or<br>GULFR Q116 CEEYA<br>or<br>BULZI Q106 GADAY |

*MSP area departures with destinations east of 93 degrees west longitude via preferred IFR routing.

## Catch Points for Airports Located Outside HAR Phase I Expansion Airspace

This section lists exit points for aircraft destined to specific destinations which are outside the HAR Phase I airspace.

| | |
|---|---|
| Atlanta Terminal Area | Aircraft through ZME airspace from ZKC airspace east of FAM, Pless Q19 BNA<br>or<br>Aircraft through ZME airspace from ZKC airspace west of FAM, ARG Q26 DEVAC<br>or<br>MEM<br>or<br>Aircraft through ZME airspace from ZID airspace west of a line from VHP to BWG, BNA<br>or<br>Aircraft through ZME airspace from ZID airspace east of a line from VHP to BWG, BWG<br>or<br>Aircraft through ZME airspace from ZFW airspace, MEM<br>or<br>MEI HONIE (RNAV)–STAR<br>or<br>PATYN HONIE (RNAV)–STAR |

| | |
|---|---|
| Baltimore–Washington* | GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA or VUZ |
| Boston* | GEP, CRL, ECK, IIU, BNA or VUZ |
| Buffalo* | GEP, CRL |
| Hartford Bradley* | GEP, CRL |
| Canton–Akron* | GIJ, VHP, GEP |
| Charlotte | BNA, VUZ |
| Cincinnati Terminal Area | BNA, PXV<br>or<br>Aircraft north of SLC, JOT<br>or<br>Aircraft over or south of SLC, ENL<br>or<br>SLC or SFO departures, ENL, JOT |
| Cleveland Terminal Area* | OBK |
| Detroit Terminal Area | BAE MKG POLAR–STAR<br>or<br>VHP FWA MIZAR–STAR |
| Detroit Young | VHP FWA<br>or<br>LAN SPRTN–STAR |
| Indianapolis Terminal Area | BIB, SPI, JOT |
| Louisville | ENL, MEM |
| Newark* | GEP, VHP, FLM, IIU, BNA, VUZ<br>or<br>IOW GIJ J554 CRL J584 SLT FQM |
| New York Kennedy* | GEP, VHP, FLM, IIU, BNA, VUZ<br>or<br>DBQ J94 PMM J70 LVZ LENDY–STAR |
| New York LaGuardia* | GIJ, GEP, VHP, BAE, FLM, IIU, BNA, VUZ |
| Philadelphia Terminal Area* | GIJ, GEP, VHP, BAE, WHETT, BNA, VUZ |
| Pittsburgh Terminal Area* | VHP, GIJ, BAE, GEP |
| Pontiac | LFD, LAN, VHP, FWA, GEP |
| Providence | JHW, HEMDI, CESNA, GEP, GRB, TVC, ASP, VHP, IIU, BNA, VUZ |
| Raleigh–Durham | FLM, IIU, BNA, VUZ |
| Toronto Terminal Area | ECK, SVM, SSM, GEP |
| Teterboro* | GEP, VHP, CRL, BNA, VUZ |
| Washington Dulles/National* | GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA, VUZ |
| White Plains* | GEP, VHP, CRL, FLM, IIU, BNA, VUZ |
| Willow Run* | LAN, LFD, VHP, FWA, GEP |

*Eastbound aircraft over flying ZMP center airspace entering Toronto center airspace, file direct SSM or via J63, J522, Q505, Q504, Q502, Q501
or
Entering ZAU or ZOB airspace from north of DPR J16 MCW, GEP
or
Entering ZAU or ZOB airspace from or south of DPR J16 MCW, CRL.

## Catch Points for Airports Located Within (below) HAR Phase I Expansion Airspace

This section lists exit points for aircraft destined to airports which are below HAR Phase I airspace.

| | |
|---|---|
| Albuquerque Terminal Area | CURLY CURLY–STAR<br>or<br>ESPAN FRIHO–STAR<br>or<br>LAVAN LAVAN–STAR<br>or<br>FTI FRIHO–STAR<br>or<br>MIERA MIERA–STAR |
| Austin Terminal Area | Aircraft west of a north–south line at LFK, BLEWE<br>or<br>Aircraft east of a north–south line at LFK,IDU<br>or<br>LLO |
| Boca Raton, FL | CEW DEFUN Q112 INPIN SHDAY (RNAV)–STAR<br>Aircraft through ZHU remain south of ZME and ZTL airspace<br>or<br>DEFUN Q112 INPIN SHDAY (RNAV)–STAR<br>Aircraft through ZHU remain south of ZME and ZTL airspace<br>or<br>SZW INPIN SHDAY (RNAV)–STAR |
| Chicago Midway | CVA MOTIF–STAR<br>or<br>PIA MOTIF–STAR<br>or<br>DBQ CVA MOTIF–STAR<br>or<br>LMN MOTIF–STAR |
| Chicago O'Hare Terminal Area | GEP DLL MSN JVL JANESVILLE–STAR<br>or<br>TVC PULLMAN–STAR<br>or<br>FOD DBQ JVL JANESVILLE–STAR<br>or<br>MCW JANESVILLE–STAR<br>or<br>GCK IRK BRADFORD–STAR |
| Dallas/Fort Worth Terminal Area | IRW, LOSZY, FSM, LIT, SQS, MLU, AEX, JUMBO, TQA, TURKI, HEATR<br>Aircraft through ZME airspace from north and west of PXV, RZC, Q23 FSM<br>or<br>Aircraft through ZME airspace from east of PXV, PXV Q25 MEEOW<br>or<br>Aircraft through ZME airspace from J6 down to, but not including J52, LIT, SQS<br>or<br>Aircraft through ZME airspace from J52 and south of J52, SQS |

| | |
|---|---|
| Denver Terminal Area | OATHE DANDD–STAR<br>or<br>HGO QUAIL–STAR<br>or<br>LOPEC–STAR<br>or<br>ALS LARKS–STAR<br>or<br>HBU POWDR–STAR<br>or<br>EKR TOMSN–STAR<br>or<br>CHE TOMSN–STAR<br>or<br>BFF LANDR–STAR<br>or<br>LBF SAYGE–STAR<br>or<br>HCT SAYGE–STAR<br>or<br>RSK LARKS–STAR<br>or<br>LAA QUAIL–STAR<br>or<br>GCK J154 RYLIE DANDD–STAR<br>or<br>OCS J154 ALPOE RAMMS–STAR<br>or<br>YANKI J114 SNY LANDR–STAR<br>or<br>Aircraft filed BIL or east, MBW RAMMS–STAR |
| Ft Lauderdale or<br>Ft Lauderdale Executive | CEW DEFUN Q104 PIE SWAGS (RNAV)–STAR<br>Aircraft through ZHU airspace remain south ZME and ZTL airspace<br>or<br>SZW HEVVN Q104 PIE SWAGS (RNAV)–STAR |
| Houston Bush | CRP, CVE, LLO, LUKIY, SAT<br>or<br>Aircraft south and east of LLA, JEPEG<br>or<br>MISLE Q40 AEX<br>or<br>Aircraft north and east of SJI, SJI<br>or<br>Aircraft east of PXV, PXV Q31 DHART SWB<br>or<br>Aircraft north and west of PXV, PROWL Q33 DHART SWB |
| Houston Hobby | CRP, ELLVR, SAT, SWB<br>or<br>Aircraft south and east of GIRLY, KCEEE<br>or<br>Aircraft north and east of SJI, SJI<br>or<br>BESOM Q38 ROKIT ROKIT–STAR<br>or<br>Aircraft east of PXV, PXV Q29 HARES SWB<br>or<br>Aircraft north and west of PXV, PROWL Q33 DHART SWB |
| Jacksonville | GADAY ZOOSS TAY<br>Aircraft through ZHU airspace remain south of ZME and ZTL airspace<br>or<br>ZOOSS TAY |

| | |
|---|---|
| John Wayne–Orange County | HEC, PGS, BLD<br>or<br>Aircraft south of TBC from ZAB airspace, HIPPI |
| Kansas City Terminal Area | LMN BRAYMER–STAR<br>or<br>PWE ROBINSON–STAR<br>or<br>EMP JHAWK–STAR |
| Las Vegas | DILCO, LIDAT, IGM<br>or<br>Aircraft over PGA or north of PGA KSINO<br>or<br>Aircraft south of PGA PGS LYNSY |
| Los Angeles Terminal Area | Aircraft North of TBC, HEC, PGS<br>or<br>Aircraft South of TBC from ZAB airspace, HIPPI,<br>MESSI |
| Miami Terminal Area | CEW DEFUN Q104 CYY DEEDS (RNAV)–STAR<br>Aircraft through ZHU airspace remain south ZME and ZTL airspace<br>or<br>SZW HEVVN Q104 CYY DEEDS (RNAV)–STAR |
| Minneapolis Terminal Area | Aircraft from north, west, south,<br>FAR GOPHER–STAR<br>or<br>RWF SKETR–STAR<br>or<br>ALO KASPR–STAR<br>or<br>BRD GOPHER–STAR<br>or<br>BAE EAU CLAIRE–STAR<br>or<br>FOD TWOLF–STAR |
| Memphis Terminal Area | ARG, BWG, FSM, PXV, LIT, RZC, SQS, VUZ, BNA, GQO, ELD |
| Naples, FL | CEW DEFUN Q104 PLYER PIKKR (RNAV)–STAR<br>Aircraft through ZHU AIRSPACE remain south of ZME and ZTL airspace<br>or<br>SZW HEVVN Q104 PLYER PIKKR (RNAV)–STAR |
| Nashville | CCT, GHM, GUITR, TINGS, VOLLS |
| New Orleans Terminal Area | BLUEZ, GPT, LCH, MCB, TBD, FATSO |
| Oakland | ILA<br>or<br>KATTS PAMMY<br>or<br>Aircraft over or south of a line ILC J16 DVC<br>REANA KATTS PAMMY<br>or<br>Aircraft from north of ILC, JOPER PAMMY<br>or<br>KATTS PAMMY<br>or<br>Aircraft over or south of ILC, REANA KATTS PAMMY |
| Orlando Terminal Area | GADAY Q108 CLAWZ LEESE–STAR<br>Aircraft through ZHU airspace remain south of ZME/ZTL airspace<br>or<br>OTK LEESE–STAR |

| | |
|---|---|
| Palm Beach, FL | CEW DEFUN Q112 INPIN GULLO (RNAV)–STAR<br>Aircraft through ZHU airspace remain south of ZME and ZTL airspace<br>or<br>SZW INPIN GULLO (RNAV)–STAR |
| Phoenix | CORKR DRK<br>or<br>Aircraft from ZDV airspace,<br>GUP<br>or<br>Aircraft from ZAB airspace,<br>ZUN, MOHAK, SSO<br>or<br>VYLLA TUS |
| Phoenix Satellites | FLG, SSO, MOHAK<br>or<br>VYLLA, TUS |
| Portland, OR Terminal Area | ARNIT BONVL–STAR<br>or<br>LARNO BONVL–STAR<br>or<br>MOXEE MOXEE–STAR |
| St. Louis Terminal Area | SGF TRAKE–STAR<br>or<br>BUM TRAKE–STAR<br>or<br>ANX TRAKE–STAR<br>or<br>LMN IRK RIVRS–STAR<br>or<br>RBS VANDALIA–STAR |
| Salt Lake City Terminal Area | JNC J12 HELPR SPANE–STAR<br>or<br>EKR MTU SPANE–STAR<br>or<br>BCE DTA–TCH<br>or<br>MLF DTA–TCH<br>or<br>BVL BONNEVILLE–STAR<br>or<br>BYI BEARR–STAR<br>or<br>PIH BEARR–STAR<br>or<br>DBS BRIGHAM CITY–STAR<br>or<br>JAC BRIGHAM CITY–STAR<br>or<br>BPI BRIGHAM CITY–STAR<br>or<br>OCS BRIGHAM CITY–STAR |
| San Diego Terminal Area | EED, LAX, GBN |
| Santa Ana | HEC, PGS, BLD, HIPPI |
| San Antonio Terminal Area | IDU, CSI, JCT, LLO, CRP, LRD<br>or<br>West of a north–south line at LFK, BLEWE<br>or<br>East of a north–south line at LFK, IDU |

| | |
|---|---|
| San Francisco | FMG GOLDEN GATE–STAR<br>or<br>MVA MODESTO–STAR<br>or<br>ENI GOLDEN GATE–STAR<br>or<br>OAL MODESTO–STAR<br>or<br>South of a line ILC to DVC,<br>REANA KATTS OAL MODESTO–STAR |
| San Jose | FMG HYP EL NIDO–STAR<br>or<br>OAL HYP EL NIDO–STAR<br>or<br>ENI GOLDEN GATE–STAR<br>or<br>South of a line ILC to DVC,<br>REANA KATTS KICHI CANDA EL NIDO–STAR |
| Seattle Terminal Area | Aircraft From northeast, southeast, south,<br>TEMPL GLASR–STAR<br>or<br>SUNED CHINS–STAR<br>or<br>BTG OLMYPIA–STAR |
| Southwest Florida Airports<br>RSW and FMY | CEW DEFUN Q104 SWABE JOSFF–STAR<br>Aircraft through ZHU airspace remain south of ZME and ZTL airspace<br>or<br>SZW HEVVN Q104 SWABE JOSFF–STAR |
| Tampa Terminal Area | CEW DEFUN Q104 HEVVN DARBS–STAR<br>Aircraft through ZHU airspace remain south of ZME and ZTL airspace<br>or<br>SZW DARBS–STAR |
| Tucson | DRK PXR<br>or<br>MOHAK GBN |

# VISUAL FLIGHT RULES (VFR) WAYPOINTS

VFR Waypoint names consist of five letters beginning with ''VP''. Stand–alone VFR Waypoints are portrayed on VFR Charts using the same four–point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Visual Check Point flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Check Point name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC communications.

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database.

## BALTIMORE–WASHINGTON TERMINAL AREA CHART/FLYWAY CHART

| WAYPOINT IDENT | COLLOCATED VFR CHECKPOINT | LOCATION |
|---|---|---|
| VPAXI | _____ | N38°34.57′/W076°20.38′ |
| VPONX | _____ | N39°06.65′/W076°55.92′ |
| VPOOP | _____ | N38°56.32′/W076°36.90′ |

## BOSTON HELICOPTER CHART

| | | |
|---|---|---|
| VPBAY | _____ | N42°16.17′/W070°49.48′ |
| VPBLT | _____ | N42°19.67′/W070°53.40′ |
| VPCGS | _____ | N42°22.08′/W071°03.13′ |
| VPEVS | _____ | N42°23.52′/W071°04.10′ |
| VPFEN | _____ | N42°12.58′/W071°08.88′ |
| VPFRE | _____ | N42°25.03′/W071°12.32′ |
| VPGVL | _____ | N42°21.88′/W070°52.18′ |
| VPHAM | _____ | N42°30.13′/W071°07.15′ |
| VPPIK | _____ | N42°20.37′/W071°15.93′ |
| VPQUA | _____ | N42°12.10′/W071°04.78′ |
| VPQUB | _____ | N42°12.60′/W070°59.83′ |
| VPSPF | _____ | N42°24.20′/W071°09.47′ |
| VPTOB | _____ | N42°31.42′/W070°59.82′ |
| VPWAN | _____ | N42°36.88′/W071°19.45′ |

## BOSTON TERMINAL AREA CHART

| | | |
|---|---|---|
| VPCOH | Cohasset | N42°13.58′/W070°48.94′ |
| VPCUT | Cuttyhunk Harbor | N41°25.50′/W070°55.03′ |
| VPFRA | Framingham Shopping Center | N42°18.16′/W071°23.65′ |
| VPHOL | Woods Hole | N41°31.06′/W070°40.60′ |
| VPHUL | Hull | N42°18.20′/W070°55.30′ |
| VPLPT | Nantucket Great Point | N41°23.41′/W070°02.78′ |
| VPNED | Needham Towers | N42°18.51′/W071°14.64′ |
| VPPEA | Peabody Shopping Center | N42°32.52′/W070°56.69′ |
| VPROC | Rockingham Race Track | N42°46.29′/W071°13.57′ |
| VPSCI | Scituate | N42°11.89′/W070°43.69′ |
| VPTPT | Nantucket Third Point | N41°18.51′/W070°03.37′ |
| VPTUC | Tuckernuck | N41°18.31′/W070°15.43′ |
| VPWAK | Wakefield | N42°30.72′/W071°05.24′ |
| VPWAN | Wang Towers | N42°36.88′/W071°19.45′ |

## CHARLOTTE SECTIONAL CHART

| | | |
|---|---|---|
| VPATO | _____ | N34°37.37′/W076°31.47′ |
| VPAVA | _____ | N34°57.00′/W077°16.50′ |
| VPBFE | _____ | N32°16.38′/W080°47.50′ |
| VPBRA | _____ | N36°13.75′/W076°08.08′ |
| VPGCE | _____ | N36°03.90′/W076°36.42′ |
| VPGHI | _____ | N35°15.30′/W075°31.25′ |
| VPGIO | _____ | N35°32.50′/W076°37.33′ |
| VPKJU | _____ | N35°26.58′/W076°10.22′ |
| VPLMN | _____ | N34°55.43′/W077°46.42′ |
| VPMAB | _____ | N34°42.20′/W077°03.50′ |
| VPNPO | ISLE OF PALMS | N32°47.78′/W079°46.45′ |
| VPOKY | _____ | N35°06.53′/W075°59.17′ |
| VPREP | _____ | N32°33.98′/W080°21.82′ |
| VPRRS | _____ | N33°25.45′/W079°07.60′ |
| VPUMO | _____ | N35°35.63′/W075°28.08′ |
| VPWZO | _____ | N36°00.87′/W075°40.07′ |
| VPZIE | _____ | N32°01.62′/W080°53.42′ |

## CHICAGO SECTIONAL CHART

| WAYPOINT IDENT | COLLOCATED VFR CHECKPOINT | LOCATION |
|---|---|---|
| VPCOH | _____ | N31°49.35′/W081°51.07′ |

## DENVER TERMINAL AREA CHART/FLYWAY CHART

| | | |
|---|---|---|
| VPBEN | _____ | N39°44.28′/W104°26.00′ |
| VPFTG | _____ | N39°44.35′/W104°32.75′ |
| VPNIC | NORTH INTERCHANGE | N39°58.90′/W104°59.27′ |

## HOUSTON TERMINAL AREA CHART/FLYWAY CHART

| WAYPOINT IDENT | COLLOCATED VFR CHECKPOINT | LOCATION |
|---|---|---|
| VPBWY | _____ | N29°46.25′/W095°09.24′ |
| VPDTN | _____ | N29°46.59′/W095°22.01′ |
| VPGLA | _____ | N30°08.32′/W095°06.62′ |
| VPGLB | _____ | N30°07.80′/W094°55.70′ |
| VPKTY | _____ | N29°47.05′/W095°44.92′ |
| VPPLN | _____ | N30°08.80′/W095°50.42′ |
| VPRSN | _____ | N29°30.00′/W095°41.00′ |
| VPSND | _____ | N29°23.13′/W095°28.86′ |
| VPSNT | _____ | N29°49.29′/W094°53.94′ |
| VPTNE | _____ | N29°47.48′/W095°03.34′ |
| VPTNW | _____ | N29°47.06′/W095°33.81′ |
| VPTRK | _____ | N29°24.06′/W095°10.44′ |

## JACKSONVILLE SECTIONAL CHART

| | | |
|---|---|---|
| VPAFI | _____ | N31°49.35′/W081°51.07′ |
| VPAFY | _____ | N30°07.00′/W081°21.33′ |
| VPBEC | _____ | N29°46.25′/W081°15.10′ |
| VPCJA | _____ | N29°30.00′/W081°06.00′ |
| VPCKY | _____ | N28°46.50′/W082°34.00′ |
| VPCNY | _____ | N28°30.00′/W080°45.00′ |
| VPDAD | DADE CITY | N28°22.57′/W082°11.25′ |
| VPDAR | _____ | N31°22.38′/W081°24.13′ |
| VPDFI | _____ | N29°00.17′/W081°20.85′ |
| VPDUT | _____ | N27°37.70′/W082°09.10′ |
| VPEAR | CLEARWATER BEACH | N27°58.67′/W082°49.83′ |
| VPEGV | _____ | N29°39.97′/W081°24.87′ |
| VPFFU | _____ | N28°57.08′/W081°00.33′ |
| VPGPE | ST PETE BEACH | N27°43.50′/W082°44.67′ |
| VPHAA | _____ | N30°04.02′/W083°40.02′ |
| VPHUC | _____ | N28°19.87′/W082°43.77′ |
| VPIWA | MIDWAY | N31°48.33′/W081°25.85′ |
| VPJMY | _____ | N29°26.92′/W081°18.27′ |
| VPKER | LAKE PARKER | N28°04.00′/W081°56.00′ |
| VPLEV | _____ | N28°48.00′/W080°52.00′ |
| VPLJA | _____ | N29°00.00′/W080°51.00′ |
| VPMAI | _____ | N30°50.02′/W084°56.63′ |
| VPTLH | _____ | N30°32.70′/W083°52.22′ |
| VPXZY | _____ | N29°35.00′/W083°10.00′ |
| VPYIW | _____ | N30°42.28′/W081°27.25′ |
| VPZIE | _____ | N32°01.62′/W080°53.42′ |

## KANSAS CITY SECTIONAL CHART

| | | |
|---|---|---|
| VPAGO | _____ | N37°50.33′/W090°29.03′ |
| VPBEK | _____ | N37°15.07′/W092°30.67′ |
| VPDEN | _____ | N37°46.75′/W092°19.20′ |
| VPENE | _____ | N37°44.75′/W091°55.78′ |
| VPESS | _____ | N36°59.48′/W091°00.88′ |
| VPFME | _____ | N37°41.00′/W092°38.33′ |
| VPGXY | _____ | N37°15.50′/W091°40.17′ |
| VPMBE | _____ | N37°11.08′/W090°27.92′ |
| VPMKE | _____ | N37°24.47′/W092°40.00′ |
| VPROV | _____ | N38°01.72′/W091°12.81′ |
| VPUTT | _____ | N37°52.05′/W092°01.20′ |

| WAYPOINT IDENT | COLLOCATED VFR CHECKPOINT | LOCATION |
|---|---|---|
| VPWOC | _____ | N37°18.03′/W092°18.63′ |
| VPWRO | _____ | N37°39.12′/W091°45.68′ |
| VPXIZ | _____ | N37°26.60′/W092°05.42′ |

## KANSAS CITY TERMINAL AREA CHART

| | | |
|---|---|---|
| VPATN | ATCHISON | N39°33.62′/W095°07.65′ |
| VPBGS | BLUE SPRINGS | N39°01.82′/W094°16.32′ |
| VPBSP | BONNER SPRINGS | N39°03.78′/W094°53.10′ |
| VPCHB | CHOUTEAU BRIDGE | N39°08.77′/W094°32.03′ |
| VPDSO | DE SOTO | N38°58.68′/W094°58.48′ |
| VPESG | EXCELSIOR SPRINGS | N39°20.68′/W094°13.77′ |
| VPGTB | GARRETSBURG | N39°40.92′/W094°41.45′ |
| VPLAT | LATHROP WATER TANK | N39°32.87′/W094°20.00′ |
| VPLEN | LENEXA | N38°57.77′/W094°43.68′ |
| VPLVL | LONGVIEW LAKE | N38°54.63′/W094°28.28′ |
| VPMCL | MC LOUTH | N39°11.65′/W095°12.50′ |
| VPNHA | NASHUA | N39°17.83′/W094°34.80′ |
| VPSCX | SPORTS COMPLEX | N39°03.00′/W094°29.02′ |
| VPSKR | SUGAR CREEK REFINERY | N39°07.00′/W094°27.02′ |
| VPSPK | SWOPE PARK | N39°00.47′/W094°31.93′ |
| VPTSK | TWIN STACKS | N39°09.05′/W094°38.22′ |
| VPWOF | WORLDS OF FUN | N39°10.42′/W094°29.12′ |

## KLAMATH FALLS SECTIONAL CHART

| | | |
|---|---|---|
| VPORO | _____ | N43°57.38′/W123°02.22′ |

## LOS ANGELES HELICOPTER CHART

| | | |
|---|---|---|
| VPANA | _____ | N33°44.43′/W117°50.03′ |
| VPART | MAGNOLIA | N33°51.45′/W117°58.92′ |
| VPAUT | HWY 91 & 55 | N33°50.63′/W117°49.57′ |
| VPBOB | _____ | N33°59.60′/W117°21.45′ |
| VPCAR | _____ | N33°49.90′/W118°17.23′ |
| VPCNG | CONEJO GRADE US HWY 101 | N34°12.54′/W118°59.61′ |
| VPCOR | _____ | N33°52.90′/W117°32.95′ |
| VPCRX | _____ | N34°01.40′/W117°44.88′ |
| VPCSU | CSU CHANNEL ISLANDS | N34°09.76′/W119°02.53′ |
| VPDOW | _____ | N33°56.47′/W118°05.80′ |
| VPELA | _____ | N34°00.98′/W118°10.35′ |
| VPETY | _____ | N33°38.70′/W117°44.12′ |
| VPFCB | _____ | N34°02.03′/W118°01.63′ |
| VPFPL | OXNARD FINANCIAL PLAZA | N34°13.71′/W119°10.39′ |
| VPGOL | _____ | N34°09.33′/W118°17.37′ |
| VPIMP | _____ | N33°55.85′/W118°16.85′ |
| VPKAT | _____ | N33°48.23′/W117°54.22′ |
| VPKEL | _____ | N34°03.92′/W117°48.40′ |
| VPLAC | _____ | N34°03.75′/W118°14.93′ |
| VPLLU | _____ | N34°03.85′/W117°17.82′ |
| VPLQM | QUEEN MARY | N33°45.17′/W118°11.37′ |
| VPLRT | SANTA ANITA RACE TRACK | N34°08.45′/W118°02.65′ |
| VPLVT | VINCENT THOMAS BRIDGE | N33°44.97′/W118°16.32′ |
| VPMDR | _____ | N33°59.27′/W118°23.97′ |
| VPNEW | NEWHALL PASS | N34°20.18′/W118°30.72′ |
| VPNUY | _____ | N34°09.63′/W118°28.18′ |
| VPPCH | _____ | N33°28.07′/W117°40.32′ |
| VPPKC | _____ | N34°03.32′/W118°12.83′ |
| VPPOR | _____ | N34°00.10′/W117°50.12′ |
| VPRRT | _____ | N33°59.37′/W118°16.83′ |
| VPSEP | _____ | N34°05.80′/W118°28.63′ |
| VPSFR | _____ | N34°17.45′/W118°28.07′ |
| VPSTC | SATICOY BRIDGE | N34°16.62′/W119°08.34′ |
| VPSTK | | N34°13.97′/W118°24.60′ |

## LOS ANGELES SECTIONAL CHART

| WAYPOINT IDENT | COLLOCATED VFR CHECKPOINT | LOCATION |
|---|---|---|
| VPCNG | CONEJO GRADE US HWY 101 | N34°12.54′/W118°59.61′ |
| VPCSU | CSU CHANNEL ISLANDS | N34°09.76′/W119°02.53′ |
| VPFPL | OXNARD FINANCIAL PLAZA | N34°13.71′/W119°10.39′ |
| VPSTC | SATICOY BRIDGE | N34°16.62′/W119°08.34′ |

## LOS ANGELES TERMINAL AREA CHART/FLYWAY CHART

| | | |
|---|---|---|
| VPCNG | CONEJO GRADE US HWY 101 | N34°12.54′/W118°59.61′ |
| VPCSU | CSU CHANNEL ISLANDS | N34°09.76′/W119°02.53′ |
| VPGTY | GETTY CENTER | N34°04.84′/W118°28.66′ |
| VPLBP | BANNING PASS | N33°56.05′/W116°59.63′ |
| VPLCC | CHAFFEY COLLEGE | N34°08.87′/W117°34.33′ |
| VPLCP | CAJON PASS | N34°18.07′/W117°27.68′ |
| VPLDL | DISNEYLAND | N33°48.72′/W117°55.13′ |
| VPLDP | DANA POINT | N33°27.62′/W117°42.87′ |
| VPLDS | DODGER STADIUM | N34°04.42′/W118°14.42′ |
| VPLFX | 91/605 INTERCHANGE | N33°52.38′/W118°06.08′ |
| VPLGP | GRIFFITH PARK OBSERVATORY | N34°07.10′/W118°18.02′ |
| VPLHF | 110/405 FWYS | N33°51.42′/W118°17.10′ |
| VPLHP | HUNTINGTON PIER | N33°39.32′/W118°00.25′ |
| VPLKH | KING HARBOR | N33°50.75′/W118°23.88′ |
| VPLLC | L.A. COLISEUM | N34°00.83′/W118°17.27′ |
| VPLLM | LAKE MATHEWS | N33°50.58′/W117°26.85′ |
| VPLMM | MAGIC MOUNTAIN | N34°26.20′/W118°36.28′ |
| VPLMS | MILE SQUARE PARK | N33°43.40′/W117°56.77′ |
| VPLPD | PRADO DAM | N33°53.40′/W117°38.48′ |
| VPLPP | PACIFIC PALISADES | N34°02.13′/W118°32.15′ |
| VPLQM | QUEEN MARY | N33°45.17′/W118°11.37′ |
| VPLRB | ROSE BOWL | N34°09.67′/W118°10.05′ |
| VPLRT | SANTA ANITA RACE TRACK | N34°08.45′/W118°02.65′ |
| VPLSA | SANTA ANA CANYON | N33°52.03′/W117°42.68′ |
| VPLSB | SANTA FE FLOOD BASIN | N34°07.72′/W117°57.30′ |
| VPLSC | STATE COLLEGE | N33°52.97′/W117°53.13′ |
| VPLSF | SAN FERNANDO RESERVOIR | N34°17.87′/W118°29.00′ |
| VPLSP | SIGNAL PEAK | N33°36.33′/W117°48.63′ |
| VPLSR | HAWTHORNE & 405 FREEWAY | N33°53.07′/W118°21.13′ |
| VPLSS | SANTA SUSANA PASS | N34°16.00′/W118°38.43′ |
| VPLTW | TUJUNGA WASH & FOOTHILL | N34°16.40′/W118°20.30′ |
| VPLVT | VINCENT THOMAS BRIDGE | N33°44.97′/W118°16.32′ |
| VPLWT | WATER TANK | N34°10.82′/W118°46.27′ |
| VPNEW | NEWHALL PASS | N34°20.18′/W118°30.72′ |
| VPSTC | SATICOY BRIDGE | N34°16.62′/W119°08.34′ |

## MIAMI SECTIONAL CHART

| | | |
|---|---|---|
| VPACH | HOLLYWOOD BEACH | N26°00.92′/W080°06.93′ |
| VPBOV | _____ | N27°57.00′/W080°46.75′ |
| VPCLE | _____ | N26°27.07′/W082°00.88′ |
| VPCTE | _____ | N26°09.28′/W081°20.70′ |
| VPDAD | DADE CITY | N28°22.57′/W082°11.25′ |
| VPDUT | _____ | N27°37.70′/W082°09.10′ |
| VPDZE | _____ | N27°19.00′/W080°44.17′ |
| VPEAR | CLEARWATER BEACH | N27°58.67′/W082°49.83′ |
| VPEDY | ANDYTOWN TOLLGATE | N26°08.78′/W080°28.00′ |
| VPFAH | _____ | N26°25.40′/W081°29.67′ |
| VPGPE | ST PETE BEACH | N27°43.50′/W082°44.67′ |
| VPHRO | _____ | N27°05.97′/W082°12.20′ |
| VPHUC | _____ | N28°19.87′/W082°43.77′ |
| VPIBR | _____ | N27°12.47′/W081°40.22′ |
| VPKER | LAKE PARKER | N28°04.00′/W081°56.00′ |
| VPKOE | _____ | N24°40.08′/W081°20.55′ |
| VPLYY | _____ | N24°49.07′/W080°49.17′ |
| VPMBO | GULFSTREAM PARK | N25°58.57′/W080°08.17′ |
| VPOBA | PUMPING STATION | N26°28.30′/W080°26.75′ |
| VPRBI | _____ | N25°50.67′/W080°55.18′ |
| VPRNL | RANGER STATION | N25°22.92′/W080°36.58′ |
| VPWMO | _____ | N27°03.00′/W080°35.00′ |

## MIAMI TERMINAL AREA CHART/FLYWAY CHART

| WAYPOINT IDENT | COLLOCATED VFR CHECKPOINT | LOCATION |
|---|---|---|
| VPACH | HOLLYWOOD BEACH | N26°00.92′/W080°06.93′ |
| VPEDY | ANDYTOWN TOLLGATE | N26°08.78′/W080°28.00′ |
| VPMBO | GULFSTREAM PARK | N25°58.57′W080°08.17′ |
| VPOBA | PUMPING STATION | N26°28.30′/W080°26.75′ |
| VPRBI | _____ | N25°50.67′/W080°55.18′ |
| VPRNL | RANGER STATION | N25°22.92′/W080°36.58′ |

## NEW ORLEANS SECTIONAL CHART

| | | |
|---|---|---|
| VPGPT | _____ | N30°25.95′/W089°05.62′ |
| VPLIP | PHILLIPS INLET | N30°16.23′/W085°59.25′ |
| VPMAI | _____ | N30°50.02′/W084°56.63′ |
| VPMOB | _____ | N30°23.00′/W088°31.72′ |
| VPRAM | _____ | N30°18.95′/W089°35.88′ |
| VPRER | _____ | N30°13.87′/W085°20.67′ |
| VPRIV | _____ | N30°54.85′/W087°57.82′ |
| VPSAW | _____ | N30°49.65′/W089°07.42′ |
| VPTHR | _____ | N30°19.93′/W087°08.50′ |

## NEW YORK HELICOPTER CHART

| | | |
|---|---|---|
| VPJAY | _____ | N40°59.00′/W073°07.00′ |
| VPLYD | _____ | N40°57.37′/W073°29.59′ |
| VPROK | _____ | N40°52.70′/W073°44.24′ |

## PHOENIX TERMINAL AREA CHART/FLYWAY CHART

| | | |
|---|---|---|
| VPALL | ALLENVILLE | N33°20.97′/W112°35.20′ |
| VPAQU | AQUEDUCT PUMPING STATION | N33°40.05′/W112°41.38′ |
| VPARM | ARROWHEAD MALL | N33°38.52′/W112°13.48′ |
| VPAWG | AHWATUKEE GOLF COURSE | N33°19.98′/W111°59.08′ |
| VPAZM | ARIZONA MILLS | N33°23.43′/W111°57.88′ |
| VPBAR | BARTLETT DAM | N33°49.10′/W111°37.92′ |
| VPCCC | COUNTRY CLUB & CANAL | N33°30.73′/W111°50.37′ |
| VPCNL | CANAL | N33°33.23′/W111°46.89° |
| VPFRB | FIREBIRD LAKE | N33°16.35′/W111°58.10′ |
| VPFTN | FOUNTAIN HILLS | N33°36.12′/W111°42.72′ |
| VPGLX | GILA CROSSING | N33°16.55′/W112°10.08′ |
| VPGPP | GLENDALE POWER PLANT | N33°33.27′/W112°13.00′ |
| VPMAR | MARICOPA | N33°03.42′/W112°02.88′ |
| VPMHS | MESQUITE HIGH SCHOOL | N33°20.53′/W111°49.58′ |
| VPNRV | NEW RIVER | N33°55.08′/W112°08.45′ |
| VPNTT | NORTH TEST TRACK | N33°03.50′/W111°55.83′ |
| VPPIR | PIR | N33°22.52′/W112°18.90′ |
| VPQTR | QUINTERO GOLF COURSE | N33°49.53′/W112°23.58′ |
| VPRVC | RIO VERDE COMMUNITY | N33°44.37′/W111°39.62′ |
| VPSMC | SOUTH MOUNTAIN COLLEGE | N33°23.02′/W112°02.12′ |
| VPSQP | SQUAW PEAK | N33°32.83′/W112°01.27′ |
| VPSSS | SUPERSTITION SPRINGS MALL | N33°23.50′/W111°41.37′ |
| VPSTN | SANTAN MOUNTAINS | N33°09.23′/W111°40.92′ |
| VPSTT | SOUTH TEST TRACK | N32°56.25′/W111°59.67′ |
| VPZZZ | _____ | N33°20.18′/W111°26.53′ |

## ST LOUIS TERMINAL AREA CHART/FLYWAY CHART

| | | |
|---|---|---|
| VPAGN | TV ANTENNA | N38°32.08′/W090°22.42′ |
| VPBPE | _____ | N38°23.80′/W090°20.38′ |
| VPCJY | HOLIDAY SHORES | N38°55.00′/W089°56.00′ |
| VPCOJ | WINFIELD DAM | N39°00.28′/W090°41.23′ |
| VPDFA | JEFFERSON BARRACKS BRIDGE | N38°29.18′/W090°16.47′ |
| VPEAZ | BUSCH STADIUM | N38°37.43′/W090°11.55′ |
| VPEDZ | WATER TANKS | N38°45.30′/W090°34.87′ |
| VPEGR | GAS TANKS | N38°35.80′/W090°19.32′ |
| VPEOX | ST PETERS | N38°47.17′/W090°39.25′ |

| WAYPOINT IDENT | COLLOCATED VFR CHECKPOINT | LOCATION |
|---|---|---|
| VPFAI | HOWELL ISLAND | N38°40.00′/W090°43.00′ |
| VPFFY | _____ | N38°55.37′/W090°17.30′ |
| VPGPF | _____ | N38°35.60′/W090°26.92′ |
| VPGVI | _____ | N38°32.30′/W090°27.80′ |
| VPHRQ | CHAIN OF ROCKS BRIDGE | N38°45.88′/W090°10.42′ |
| VPIBO | WATERLOO | N38°20.00′/W090°09.00′ |
| VPJMU | HORSESHOE LAKE | N38°41.00′/W090°05.00′ |
| VPKNY | PACIFIC | N38°29.00′/W090°44.00′ |
| VPLES | ST CHARLES | N38°47.00′/W090°30.00′ |
| VPLIW | SIX FLAGS | N38°30.67′/W090°40.47′ |
| VPLXU | GATEWAY ARCH | N38°37.50′/W090°11.00′ |
| VPNSY | WOOD RIVER REFINERIES | N38°50.00′/W090°05.00′ |
| VPNZY | WENTZVILLE | N38°48.83′/W090°50.98′ |
| VPRAZ | JERSEYVILLE | N39°07.00′/W090°20.00′ |
| VPRMO | FOREST PARK | N38°38.00′/W090°17.00′ |
| VPWKO | COLUMBIA | N38°27.00′/W090°12.00′ |
| VPXXI | MILLSTADT | N38°27.50′/W090°05.68′ |
| VPYID | MOSENTHEIN ISLAND | N38°43.00′/W090°12.25′ |

## SALT LAKE CITY HELICOPTER CHART

| | | |
|---|---|---|
| VPAIR | SALTAIR | N40°44.85′/W112°11.22′ |
| VPBEE | SOUTH INTERCHANGE | N40°38.18′/W111°54.23′ |
| VPBRN | BARN | N40°54.28′/W112°10.15′ |
| VPCAP | STATE CAPITOL | N40°46.67′/W111°53.25′ |
| VPCHS | _____ | N40°42.28′/W112°05.92′ |
| VPCOP | BINGHAM COPPER MINE | N40°31.38′/W112°09.00′ |
| VPCWY | CAUSEWAY | N41°05.37′/W112°07.17′ |
| VPCYN | PARLEYS CANYON | N40°42.67′/W111°48.10′ |
| VPFPC | FREE PORT CENTER | N41°05.92′/W112°02.27′ |
| VPFPK | FRANCIS PEAK | N41°01.98′/W111°50.30′ |
| VPGFS | GARFIELD STACK | N40°43.28′/W112°11.88′ |
| VPHVE | SPAGHETTI BOWL | N40°43.50′/W111°54.22′ |
| VPJRT | JORDAN RIVER TEMPLE | N40°35.02′/W111°55.58′ |
| VPKSL | KSL ANTENNA | N40°46.80′/W112°05.80′ |
| VPLGN | LAGOON AMUSEMENT PARK | N40°59.08′/W111°53.57′ |
| VPMDH | MCKAY DEE HOSPITAL | N41°11.50′/W111°57.08′ |
| VPMMT | MICROWAVE TOWERS | N40°48.50′/W111°53.37′ |
| VPMSH | _____ | N41°01.67′/W112°02.47′ |
| VPNSL | _____ | N40°50.15′/W111°54.90′ |
| VPNTP | _____ | N41°03.57′/W112°14.23′ |
| VPOGE | GRAIN ELEVATOR | N41°13.13′/W112°00.45′ |
| VPOPS | POWER STATION | N41°20.38′/W112°02.78′ |
| VPPEN | STATE PRISON | N40°29.88′/W111°53.62′ |
| VPPPT | PROMONTORY POINT | N41°12.28′/W112°25.73′ |
| VPPTM | POINT OF THE MOUNTAIN | N40°27.42′/W111°54.83′ |
| VPPVO | PROVO CANYON | N40°18.77′/W111°39.45′ |
| VPRWY | _____ | N40°48.48′/W112°00.33′ |
| VPSLC | I–15/I–80 INTERCHANGE | N40°45.83′/W111°54.85′ |
| VPTIP | SOUTH TIP | N40°50.93′/W112°10.92′ |
| VPWBR | WEBER CANYON | N41°08.17′/W111°54.83′ |
| VPWBT | _____ | N40°38.00′/W112°03.33′ |

## SALT LAKE CITY TERMINAL AREA CHART/FLYWAY CHART

| | | |
|---|---|---|
| VPAIR | SALTAIR | N40°44.85′/W112°11.22′ |
| VPBEE | SOUTH INTERCHANGE | N40°38.18′/W111°54.23′ |
| VPBRN | BARN | N40°54.28′/W112°10.15′ |
| VPCAP | STATE CAPITOL | N40°46.67′/W111°53.25′ |
| VPCHS | _____ | N40°42.28′/W112°05.92′ |
| VPCOP | BINGHAM COPPER MINE | N40°31.38′/W112°09.00′ |
| VPCVI | CENTERVILLE INTERCHANGE | N40°55.30′/W111°53.43′ |
| VPCWY | CAUSEWAY | N41°05.37′/W112°07.17′ |
| VPCYN | PARLEYS CANYON | N40°42.67′/W111°48.10′ |
| VPFPC | FREE PORT CENTER | N41°05.92′/W112°02.27′ |
| VPFPK | FRANCIS PEAK | N41°01.98′/W111°50.30′ |
| VPGFS | GARFIELD STACK | N40°43.28′/W112°11.88′ |

| WAYPOINT IDENT | COLLOCATED VFR CHECKPOINT | LOCATION |
|---|---|---|
| VPHVE | SPAGHETTI BOWL | N40°43.50′/W111°54.22′ |
| VPJRT | JORDAN RIVER TEMPLE | N40°35.02′/W111°55.58′ |
| VPKSL | KSL ANTENNA | N40°46.80′/W112°05.80′ |
| VPLGN | LAGOON AMUSEMENT PARK | N40°59.08′/W111°53.57′ |
| VPMDH | MCKAY DEE HOSPITAL | N41°11.50′/W111°57.08′ |
| VPMMT | MICROWAVE TOWERS | N40°48.50′/W111°53.37′ |
| VPMSH | _____ | N41°01.67′/W112°02.47′ |
| VPNSL | _____ | N40°50.15′/W111°54.90′ |
| VPNTP | _____ | N41°03.57′/W112°14.23′ |
| VPOGE | GRAIN ELEVATOR | N41°13.13′/W112°00.45′ |
| VPOPS | POWER STATION | N41°20.38′/W112°02.78′ |
| VPPEN | STATE PRISON | N40°29.88′/W111°53.62′ |
| VPPPT | PROMONTORY POINT | N41°12.28′/W112°25.73′ |
| VPPTM | POINT OF THE MOUNTAIN | N40°27.42′/W111°54.83′ |
| VPPVO | PROVO CANYON | N40°18.77′/W111°39.45′ |
| VPRWY | _____ | N40°48.48′/W112°00.33′ |
| VPSLC | I–15/I–80 INTERCHANGE | N40°45.83′/W111°54.85′ |
| VPTIP | SOUTH TIP | N40°50.93′/W112°10.92′ |
| VPUOU | U OF U EVENTS CENTER | N40°45.73′/W111°50.28′ |
| VPWBR | WEBER CANYON | N41°08.17′/W111°54.83′ |
| VPWBT | _____ | N40°38.00′/W112°03.33′ |
| VPZOO | HOGLE ZOO | N40°45.00′/W111°48.95′ |

## SAN DIEGO TERMINAL AREA CHART/FLYWAY CHART

| | | |
|---|---|---|
| VPLDP | DANA POINT | N33°27.62′/W117°42.87′ |
| VPLSP | SIGNAL PEAK | N33°36.33′/W117°48.63′ |
| VPOCN | _____ | N33°14.15′/W117°26.63′ |
| VPSBC | BARONA CASINO | N32°56.25′/W116°52.60′ |
| VPSBL | _____ | N33°05.18′/W117°18.55′ |
| VPSBM | BLACK MOUNTAIN | N32°58.87′/W117°07.00′ |
| VPSCF | _____ | N32°48.55′/W117°09.17′ |
| VPSCM | COWLES MOUNTAIN | N32°48.72′/W117°01.97′ |
| VPSCP | CRYSTAL PIER | N32°47.77′/W117°15.42′ |
| VPSCR | _____ | N32°39.37′/W117°07.30′ |
| VPSFB | IRON MOUNTAIN | N32°58.25′/W116°57.33′ |
| VPSLJ | LAKE JENNINGS | N32°51.53′/W116°53.28′ |
| VPSMB | _____ | N32°45.57′/W117°12.22′ |
| VPSMP | _____ | N33°22.70′/W117°36.75′ |
| VPSMS | MOUNT SOLEDAD | N32°50.40′/W117°15.10′ |
| VPSMV | _____ | N32°45.75′/W117°09.80′ |
| VPSMW | MOUNT WOODSON | N33°00.52′/W116°58.23′ |
| VPSOP | OTAY MESA PRISON | N32°35.82′/W116°55.28′ |
| VPSOT | LOWER OTAY LAKE | N32°37.73′/W116°55.38′ |
| VPSPL | SOUTH POINT LOMA | N32°39.90′/W117°14.55′ |
| VPSPP | POWER PLANT | N33°08.25′/W117°20.23′ |
| VPSQS | QUALCOMM STADIUM | N32°46.98′/W117°07.23′ |
| VPSRT | DEL MAR RACE TRACK | N32°58.58′/W117°15.95′ |
| VPSSM | SAN MIGUEL MOUNTAIN | N32°41.78′/W116°56.18′ |
| VPSSV | SAN VICENTE ISLAND | N32°55.53′/W116°55.00′ |
| VPSTP | TORREY PINES GOLF COURSE | N32°54.17′/W117°14.68′ |
| VPSVA | _____ | N33°11.48′/W117°16.38′ |

## SAN FRANCISCO SECTIONAL CHART

| | | |
|---|---|---|
| VPKBG | KINGSBURY GRADE | N38°58.75′/W119°53.20′ |

## SAN FRANCISCO TERMINAL AREA CHART/FLYWAY CHART

| | | |
|---|---|---|
| VPALT | ALTAMONT PASS | N37°44.35′/W121°35.42′ |
| VPANT | ANTIOCH BRIDGE | N38°01.45′/W121°45.02′ |
| VPBBR | BENICIA BRIDGE | N38°02.50′/W122°07.45′ |
| VPCAL | CALAVERAS RESERVOIR | N37°28.16′/W121°48.93′ |
| VPCBT | LAKE CHABOT | N37°43.68′/W122°06.94′ |
| VPCOY | COYOTE HILLS | N37°32.50′/W122°05.06′ |
| VPCQZ | CARQUINEZ BRIDGE | N38°03.66′/W122°13.52′ |
| VPCRL | _____ | N37°11.00′/W121°41.06′ |
| VPCRY | CRYSTAL SPRINGS CAUSEWAY | N37°30.56′/W122°21.10′ |

| WAYPOINT IDENT | COLLOCATED VFR CHECKPOINT | LOCATION |
|---|---|---|
| VPCSH | CAL STATE UNIVERSITY | N37°39.52′/W122°03.52′ |
| VPDAM | DEL VALLE DAM | N37°36.91′/W121°44.78′ |
| VPDLR | _____ | N37°07.00′/W121°47.06′ |
| VPDUB | DUBLIN | N37°42.06′/W121°55.36′ |
| VPEMB | EMBASSY SUITES | N37°26.05′/W121°53.83′ |
| VPGGF | GOLDEN GATE FIELDS | N37°53.07′/W122°18.71′ |
| VPGIL | GILROY | N37°01.37′/W121°33.99′ |
| VPHHH | HAMILTON | N38°03.58′/W122°30.66′ |
| VPKGO | KGO | N37°31.58′/W122°06.10′ |
| VPLEX | LEXINGTON RESERVOIR | N37°11.66′/W121°59.18′ |
| VPMID | MID–SPAN SAN MATEO BRIDGE | N37°36.28′/W122°11.81′ |
| VPMOR | MORMON TEMPLE | N37°48.46′/W122°11.95′ |
| VPNUM | NUMMI PLANT | N37°29.56′/W121°56.58′ |
| VPPAC | _____ | N37°38.00′/W122°32.07′ |
| VPPRU | PRUNEYARD | N37°17.33′/W121°56.01′ |
| VPSAR | SARATOGA | N37°15.26′/W122°02.33′ |
| VPSLA | SLAC/LINEAR ACCELERATOR | N37°24.75′/W122°14.35′ |
| VPSTB | STINSON BEACH | N37°54.45′/W122°40.41′ |
| VPSUN | SUNOL GOLF COURSE | N37°34.85′/W121°53.23′ |
| VPUTC | U.T.C. | N37°13.93′/W121°41.35′ |
| VPWAL | WALNUT CREEK | N37°53.78′/W122°04.30′ |
| VPWAM | _____ | N37°30.28′/W122°10.00′ |
| VPWFR | CEMENT PLANT | N37°30.88′/W122°12.26′ |

## TAMPA/ORLANDO TERMINAL AREA CHART/FLYWAY CHART

| | | |
|---|---|---|
| VPBOV | _____ | N27°57.00′/W080°46.75′ |
| VPCNY | _____ | N28°30.00′/W080°45.00′ |
| VPDAD | DADE CITY | N28°22.57′/W082°11.25′ |
| VPDFI | _____ | N29°00.17′/W081°20.85′ |
| VPDUT | _____ | N27°37.70′/W082°09.10′ |
| VPEAR | CLEARWATER BEACH | N27°58.67′/W082°49.83′ |
| VPFFU | _____ | N28°57.08′/W081°00.33′ |
| VPGPE | ST PETE BEACH | N27°43.50′/W082°44.67′ |
| VPHUC | _____ | N28°19.87′/W082°43.77′ |
| VPKER | LAKE PARKER | N28°04.00′/W081°56.00′ |
| VPLEV | _____ | N28°48.00′/W080°52.00′ |
| VPLJA | _____ | N29°00.00′/W080°51.00′ |

## WASHINGTON SECTIONAL CHART

| | | |
|---|---|---|
| VPACE | _____ | N38°07.82′/W076°48.75′ |
| VPAXI | _____ | N38°34.57′/W076°20.38′ |
| VPBRA | _____ | N36°13.75′/W076°08.08′ |
| VPGCE | _____ | N36°03.90′/W076°36.42′ |
| VPWZO | _____ | N36°00.87′/W075°40.07′ |

# VOR RECEIVER CHECKPOINTS AND VOR TEST FACILITIES (VOT)

The use of VOR airborne and ground checkpoints is explained in Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

NOTE: Under columns headed ''Type of Checkpoint'' & ''Type of VOT Facility'' G stands for ground. A/ stands for airborne followed by figures (2300) or (1000–3000) indicating the altitudes above mean sea level at which the check should be conducted. Facilities are listed in alphabetical order, in the state where the checkpoints or VOTs are located.

## ARKANSAS

### VOR RECEIVER CHECKPOINTS

| Facility Name (Arpt Name) | Freq/Ident | Type Check Pt. Gnd. AB/ALT | Azimuth from Fac. Mag | Dist. from Fac. N.M. | Checkpoint Description |
|---|---|---|---|---|---|
| **Flippin** | 112.8/FLP | A/1900 | 053 | 6.0 | Over water tower at Mountain Home. |
| **Fort Smith** (Fort Smith Rgnl) | 110.4/FSM | G | 226 | 5.2 | On runup area on twy to Rwy 25. |
| | 110.4/FSM | G | 232 | 6.2 | On runup area on twy to Rwy 07. |
| **Gosnell** | 111.8/GOJ | A/1700 | 105 | 7.3 | Over railroad bridge at Armorel. |
| **Harrison** (Boone County) | 112.5/HRO | G | 135 | 4.4 | At int of N/S and E/W twys by trml bldg. |
| **Jonesboro** (Jonesboro Muni) | 108.6/JBR | G | 227 | 3.9 | On NE ramp in front of airline terminal. |
| **Little Rock** (Adams Field) | 113.9/LIT | G | 312 | 3.8 | At intersection of Twys G and F. VOR gnd chk point unusable. |
| | 113.9/LIT | G | 310 | 4.1 | On Twy L at Twy A. |
| **Pine Bluff** (Grider Field) | 116.0/PBF | G | 182 | 4.4 | Center E/W twys front of twr. |

## LOUISANA

### VOR RECEIVER CHECKPOINTS

| Facility Name (Arpt Name) | Freq/Ident | Type Check Pt. Gnd. AB/ALT | Azimuth from Fac. Mag | Dist. from Fac. N.M. | Checkpoint Description |
|---|---|---|---|---|---|
| **Alexandria** (Alexandria Intl) | 116.1/AEX | G | 328 | 4.3 | On runup Rwy 32. |
| **Baton Rouge** (Baton Rouge Metro, Ryan) | 116.5/BTR | A/1500 | 063 | 7.2 | Over water tank W side of arpt. |
| **Downtown** | 108.6/DTN | A/1500 | 290 | 10.0 | Over white water tower in factory complex. |
| **Downtown** (Shreveport Downtown) | 108.6/DTN | G | 278 | .4 | On NE side of Twy D by FBO parking area. |
| **Lafayette** (Lafayette Rgnl) | 109.8/LFT | A/1000 | 343 | 22.1 | Over rotating beacon at St. Landry Parish–Ahart Fld. arpt. |

| Facility Name (Arpt Name) | Freq/Ident | Type Check Pt. Gnd. AB/ALT | Azimuth from Fac. Mag | Dist. from Fac. N.M. | Checkpoint Description |
|---|---|---|---|---|---|
| | 109.8/LFT | G | 355 | 0.5 | On Twy F run up area Rwy 04L. |
| | 109.8/LFT | G | 341 | 0.9 | On Twy B run up area Rwy 11. |
| | 109.8/LFT | G | 025 | 1.4 | On Twy J run up area Rwy 22L. |
| **Lake Charles** (Lake Charles Rgnl) | 113.4/LCH | A/1000 | 253 | 6.2 | Over rotg bcn on twr. |
| **Monroe** (Monroe Rgnl) | 117.2/MLU | G | 212 | 0.7 | On Twy G South of twr. |
| **Natchez** (Concordia Parish) | 110.0/HEZ | A/1000 | 247 | 10.5 | Over hangar NW end of fld. |
| **Polk** (Fort Polk AAF) | 108.4/FXU | A/2000 | 167 | 4.5 | Over water tower. |
| **Reserve** (St John The Baptist Parish) | 110.8 RQR | A/1500 | 270 | 16.8 | Over center of bridge. |
| **Tibby** (Houma–Terrebonne) | 112.0/TBD | A/1000 | 117 | 10.7 | Over intersection of Rwys 18–36 and 12–30. |
| **Tibby** (Thibodaux Muni) | 112.0/TBD | A/1000 | 353° | 5.0 | Over microwave twr near arpt. |

## VOR TEST FACILITIES (VOT)

| Facility Name (Airport Name) | Freq. | Type VOT Facility | Remarks |
|---|---|---|---|
| **New Orleans** (Lakefront) | 111.0 | A/G | Within 5 NM radius between 2000′–3000′. |
| **Shreveport Rgnl** | 108.2 | G | |

# MISSISSIPPI

## VOR RECEIVER CHECKPOINTS

| Facility Name (Arpt Name) | Freq/Ident | Type Check Pt. Gnd. AB/ALT | Azimuth from Fac. Mag | Dist. from Fac. N.M. | Checkpoint Description |
|---|---|---|---|---|---|
| **Caledonia** (Columbus AFB) | 115.2/CBM | G | 152 | 0.7 | On S hammerhead. |
| | | G | 200 | 0.5 | At base ops. |
| | | G | 298 | 1.5 | On N hammerhead T–38 runup. |
| **Greenville** (Mid Delta Rgnl) | 110.2/GLH | G | 185 | 2.3 | On North ramp. |
| **McComb** (McComb–Pike Co–John E Lewis Fld) | 116.7/MCB | A/1400 | 234 | 13.3 | Over hangar. |
| **Meridian** (Key Field) | 117.0/MEI | G | 127 | 4.0 | On ramp in front of terminal building. |
| **Natchez** (Hardy–Anders Fld Natchez–Adams Co) | 110.0/HEZ | G | 143 | 0.5 | On taxiway at apch end Rwy 31. |

## VOR TEST FACILITIES (VOT)

| Facility Name (Airport Name) | Freq. | Type VOT Facility | Remarks |
|---|---|---|---|
| **Jackson–Evers Intl** | 111.0 | G | |

# OKLAHOMA

## VOR RECEIVER CHECKPOINTS

| Facility Name (Arpt Name) | Freq/Ident | Type Check Pt. Gnd. AB/ALT | Azimuth from Fac. Mag | Dist. from Fac. N.M. | Checkpoint Description |
|---|---|---|---|---|---|
| **Ada** | 117.8/ADH | A/2000 | 036 | 5.8 | Over railroad and east/west highway in center of town of Francis. |
| **Ardmore** (Ardmore Muni) | 116.7/ADM | A/2000 | 045 | 8.4 | Over red and white water tower W side of arpt. |
| **Bartlesville** (Bartlesville Muni) | 117.9/BVO | G | 166 | 4.5 | On parallel twy opposite terminal. OTS indef. |
| **Duncan** (Halliburton Field) | 111.0/DUC | G | 327 | 5.8 | At compass rose. |
| **Enid** (Vance AFB) | 115.4/END | G | 015 | 0.6 | On zero runup pad Rwy 17C. |
| | 115.4/END | G | 143 | 0.8 | On zero runup pad Rwy 35R. |
| | 115.4/END | G | 160 | 0.9 | On zero runup pad Rwy 35C. |
| **Glenpool** (Richard Lloyd Jones Jr) | 110.6/GNP | A/2500 | 348 | 7.2 | Over intersection of rwy south Rwy 13 and Rwy 19R. |
| **Hobart** (Hobart Rgnl) | 111.8/HBR | A/3500 | 343 | 8.7 | Over grain elevator SE of city. |
| **Lawton** (Lawton-Fort Sill Rgnl) | 109.4/LAW | G | 349 | 4.6 | On taxiway between terminal and Rwy 17–35. |
| **McAlester** (McAlester Rgnl) | 112.0/MLC | G | 350 | 2 | At intersection of ramp and twy. |
| **Okmulgee** (Okmulgee Rgnl) | 114.9/OKM | A/2200 | 279 | 10.2 | Over intersection N/S railroad and E/W highway. |
| **Ponca City** (Ponca City Rgnl) | 113.2/PER | G | 81 | 2.9 | At Apch end Rwy 17 on Twy A |
| | 113.2/PER | G | 107 | 3.2 | At South of ramp on Twy A |
| **Sayre** (Sayre Muni) | 115.2/SYO | A/3000 | 175 | 10.4 | VOR ground receiver checkpoints unusable. Over rotating beacon. |
| **Stillwater** (Stillwater Rgnl) | 108.4/SWO | G | 176 | 4 | At intersection of NW ramp and twy D. |
| **Wiley Post** (Wiley Post) | 113.4/PWA | G | 157 | 0.5 | On runup pad to Rwy 35R. |
| | 113.4/PWA | G | 007 | 0.7 | On runup area to Rqy 17L. |
| **Will Rogers** (Clarence E. Page Muni) | 114.1/IRW | A/2900 | 297 | 12.8 | Over apch end Rwy 35L. |
| **Woodring** (Enid Woodring Rgnl) | 109.0/ODG | G | 352 | .5 | On ramp W of terminal. |

## VOR TEST FACILITIES (VOT)

| Facility Name (Airport Name) | Freq. | Type VOT Facility | Remarks |
|---|---|---|---|
| **Oklahoma City (Will Rogers World)** | 108.8 | A/G | Within 10 NM radius between 3000′ and 5000′ VOT unusable on Twy H and Rwy 17L–35R N of Twy H–2 and Twy E N of Twy E–2/E–3 junction. |
| **Tulsa International** | 109.0 | G | |

# TEXAS

## VOR RECEIVER CHECKPOINTS

| Facility Name (Arpt Name) | Freq/Ident | Type Check Pt. Gnd. AB/ALT | Azimuth from Fac. Mag | Dist. from Fac. N.M. | Checkpoint Description |
|---|---|---|---|---|---|
| **Abilene** (Abilene Rgnl) | 113.7/ABI | A/2800 | 047 | 10.1 | Over silos in center of Ft Phantom Lake. |
| **Alice** (Alice International) | 114.5/ALI | G | 272 | 0.5 | On twy near FBO. |
| **Beaumont** (Southeast Texas Reg) | 114.5/BPT | G | 309 | 0.8 | On runup area for Rwy 12. |
| **Borger** (Hutchinson Co) | 108.6/BGD | G | 173 | 6.7 | On twy intersection at N end of ramp. |
| **Brownsville** (Brownsville/South Padre Island Intl) | 116.3/BRO | G | 247 | 3.2 | 3.2 NM on hold line Rwy 13R. |
| **Brownwood** (Brownwood Rgnl) | 108.6/BWD | A/2600 | 169 | 6.2 | Over rotating bcn. |
| **Childress** (Childress Muni) | 117.6/CDS | G | 353 | 3.7 | At intersection of edge of ramp at center twy. |
| **College Station** (Easterwood Field) | 113.3/CLL | G | 097 | 3.2 | On W edge of parking ramp. |
| **Corpus Christi** (Corpus Christi Intl) | 115.5/CRP | A/1100 | 187 | 9.3 | Over Rwy 32 thld. |
| **Daisetta** (Liberty Muni) | 116.9/DAS | A/1200 | 195 | 7.5 | Over hangar S of arpt. |
| **Dalhart** (Dalhart Muni) | 112.0/DHT | A/5000 | 176 | 4.1 | Over water tower on arpt. |
| **Eagle Lake** (Eagle Lake) | 116.4/ELA | A/1200 | 180 | 4.1 | Over water tank 0.4 NM SW of arpt. |
| **Fort Stockton** (Fort Stockton–Pecos County) | 116.9/FST | G | 116 | 4.0 | On ramp N of terminal building. |
| **Gray** (Skylark fld) | 111.8/GRK | G | 056 | 7.6 | On NE runup area. |
| **Gregg Co** (East Texas Rgnl) | 112.3/GGG | G | 128 | 2.4 | At N end of ramp on twy to Rwy 13. |
| **Humble** (George Bush Intercontinental/Houston) | 116.6/IAH | G | 339 | 2.2 | On runup pad Rwy 08. |
| **Laredo** (Laredo International) | 117.4/LRD | G | 313 | 4.1 | On runup area of Twy F. |
| | 117.4/LRD | G | 318 | 4.8 | On runup area of Twy A. |
| **Laughlin** (Del Rio Intl) | 114.4/DLF | A/2000 | 268 | 7.7 | Over rotating bcn. |
| | 114.4/DLF | G | 198 | .5 | On ramp AER 31L. |
| | 114.4/DLF | G | 275 | .9 | On ramp AER 13R. |
| **Lubbock** | 109.2/LBB | A/4500 | 053 | 4.5 | Over water tank at intersection of railroad & road in New Deal. |
| **Lufkin** (Angelina County) | 112.1/LFK | A/1300 | 331 | 4.6 | Over rotating bcn. |
| **Marfa** (Marfa Muni) | 115.9/MRF | A/6000 | 280 | 3.6 | Over gray–white tank north edge of town. |
| **McAllen** (McAllen Miller Intl) | 117.2/MFE | G | 331 | 0.6 | .6 NM on cargo ramp. |
| **Midland** | 114.8/MAF | A/4000 | 224 | 11 | Over Odessa water tank. |
| **Millsap** (Mineral Wells) | 117.7/MQP | A/2000 | 329 | 6.0 | Over spillway of lake N of Mineral Wells arpt. |
| **Paris** (Cox Fld) | 113.6/PRX | G | 348 | 5.6 | At intersection of ramp and E/W twy. |
| **Pecos** | 111.8/PEQ | A/3600 | 105 | 5.5 | Over 419′ transmission twr E of town of Pecos. |
| **Quitman** | 114.0/UIM | A/1500 | 241 | 14.5 | Over water tank in Alba. |
| **Randolph** (Randolph AFB) | 112.3/RND | G | 337 | 1.0 | On AER 14R. |

| Facility Name (Arpt Name) | Freq/Ident | Type Check Pt. Gnd. AB/ALT | Azimuth from Fac. Mag | Dist. from Fac. N.M. | Checkpoint Description |
|---|---|---|---|---|---|
| **Rocksprings** | 111.2/RSG | A/3800 | 085 | 4.8 | Over 2804′ antenna S of Rocksprings. |
| **San Angelo** (San Angelo Rgnl/Mathis Field) | 115.1/SJT | G | 237 | 2.6 | On E edge of ramp in front of atct. |
| **Scholes** (Galveston Intl—Scholes Fld) | 113.0/VUH | G | 138 | .8 | Taxiway/runup area East of Rwy 35 thld. |
| **Sinton** (Alfred C 'Bubba' Thomas) | 115.5/CRP | A/1000 | 318 | 9.8 | Over rotating bcn on arpt. |
| **Stinson** (Stinson Muni) | 108.4/SSF | A/2000 | 337 | 5.0 | Over atct. |
| **Sulphur Springs** | 109.0/SLR | A/1600 | 223 | 7 | Over projector booth and snackbar within outdoor theater. |
| **Temple** (Draughon–Miller Central Texas Rgnl) | 110.4/TPL | G | 160 | 3.6 | At edge of ramp and twy in front of refueling office. |
| **Tyler** (Tyler Pounds Rgnl) | 114.2/TYR | G | 082 | .5 | At intersection twys D and H |
| **Victoria** (Victoria Rgnl) | 109.0/VCT | G | 128 | 3.2 | At approach end of Rwy 12L. |
| **Wichita Falls** | 112.7/SPS | A/2000 | 228 | 19.8 | Over spillway at Lake Diversion. |
| **Wichita Falls** (Sheppard AFB/Wichita Falls Muni) | 112.7/SPS | G | 093 | 5.5 | On Twy C runup area Rwy 33L. |
| | 112.7/SPS | G | 075 | 5.3 | On Twy G AER 33R. |
| | 112.7/SPS | G | 064 | 5.2 | On Twy K AER 15L. |
| | 112.7/SPS | G | 068 | 4.7 | On Twy H runup area Rwy 15R. |
| **Wink** (Winkler County) | 112.1/INK | A/3900 | 149 | 5.9 | Over intersection of rwys 04–22 and 13–31. |

## VOR TEST FACILITIES (VOT)

| Facility Name (Airport Name) | Freq. | Type VOT Facility | Remarks |
|---|---|---|---|
| **Dallas Love Field** | 113.3 | A/G | Airborne, use within 10 NM radius of Dallas Love field between 2000′ and 10000′. |
| **El Paso International** | 111.0 | G | Used for ground only. Unusable on the west side of hangers south of the intersection of Twy A and the centerline of Rwy 04–22. |
| **Fort Worth Meacham Intl** | 108.2 | G | Used for ground and airborne test. For airborne use within 10 NM radius of Fort Worth Meacham Intl clockwise fr 220°–310° between 2000′ and 5700′. |
| **Houston** (William P. Hobby) | 108.4 | G | |
| **Midland Intl** | 108.2 | G | |
| **San Antonio International** | 110.4 | G | |

The following tabulation lists all reported parachute jumping sites in the area of coverage of this directory. Unless otherwise indicated, all activities are conducted during daylight hours and under VFR conditions. The busiest periods of activity are normally on weekends and holidays, but jumps can be expected at anytime during the week at the locations listed. Jumps within restricted airspace are not listed.

All times are local and altitudes MSL unless otherwise specified.

Contact facility and frequency is listed at the end of the remarks, when available, in bold face type.

Refer to Federal Aviation Regulations Part 105 for required procedures relating to parachute jumping.

Organizations desiring listing of their jumping activities in this publication should contact the nearest FSS, tower or ARTCC.

Qualified parachute jumping sites will be depicted on the appropriate visual chart(s).

Note: (c) in this publication indicates that the parachute jump area is charted.

To qualify for charting, a jump area must meet the following criteria:

(1) Been in operation for at least 1 year.

(2) Operate year round (at least on weekends).

(3) Log 4,000 or more jumps each year.

In addition, jump sites can be nominated by FAA Regions if special circumstances require charting.

| LOCATION | DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC | MAXIMUM ALTITUDE | REMARKS |
|---|---|---|---|
| | **ARKANSAS** | | |
| (c) **Blackjack Drop Zone** | 33 NM; 009° Little Rock | 3,000 | Mon–Fri 0600–0200 and occasional weekends. Extensive activity, personnel and cargo, including instrument meteorological conditions drops. |
| **Camp Chaffee, Arrowhead Drop Zone** | 6 NM; 160° Ft. Smith | 3,000 | Mon–Fri 0600–2300 and occasional weekends. |
| **Camp Robinson–All American Drop Zone** | 15 NM; 332° Little Rock | 3,000 | Mon–Fri 0600–0200 and occasional weekends. Extensive activity, personnel and cargo, including instrument meteorological conditions drops. |
| **Conway Drop Zone** | 24 NM; 334° Little Rock | 12,500 | 0800–SS weekends and occasional weekdays. |
| (c) **Siloam Springs Muni** | 18 NM; 256° Razorback | 15,000 | 5 NM radius. Sat–Mon 0700–0000. |
| **Texarkana** | 9 NM; 160° Texarkana | 13,000 AGL | 0800–SS weekends and occasional weekdays |
| | **LOUISIANA** | | |
| (c) **Baton Rouge** | 13NM; 060° Baton Rouge | 13,000 | Daily SR–SS |
| (c) **Belle Chasse** | 2 NM; 054° Harvey | 7,500 | Daily SR–SS |
| **Bodcaw** | 16 NM; 083° Shreveport | 13,000 | Daily SR–SS |
| (c) **Breaux Bridge, Bordelon Airpark** | 9 NM; 042° Lafayette | 12,000 | Daily SR–SS |
| (c) **Mansfield, CE 'Rusty' Williams Arpt** | 22 NM; 196° Elm Grove | 13,000 | 3 NM radius. Daily SR–SS |
| (c) **Opelousas, St Landry Parish—Ahart Fld** | 25 NM; 340° Lafayette | 11,500 | 3NM radius. Weekends 0700–1800. |
| **Slidell Arpt** | 13.8 NM; 195° Picayune | 14,500 AGL | 3 NM radius. Daily SR–SS. **Louis Armstrong New Orleans Intl Tower 133.15.** |
| | **MISSISSIPPI** | | |
| **Artesia, Carson Drop Zone** | 11 NM; 188° Bigbee | 2,000 AGL | Occasional use. |
| (c) **Batesville, Panola County Arpt** | 26 NM; 220° Holly Springs | 10,500 AGL | 5 NM radius, Sat–Sun 0900–SS. |
| **Camp McCain Drop Zone** | 31.9 NM; 067° Sidon | 17,999 | 5 NM radius. Weekdays and weekends, occasional nights, seldom holidays. |
| **Coldwater, Coldwater Drop Zone** | 20 NM; 170° Memphis | 3,000 | 0600–2330 Mon–Fri and occasional weekends. Military use. |
| **Edwards, Kelly Drop Zone** | 30 NM; 230° Jackson | 2,000 AGL | Occasional use. |
| **Edwards, Noble Drop Zone** | 31 NM; 225° Jackson | 2,000 AGL | Occasional use. |
| **Grenada Drop Zone** | 32.6 NM; 048° Sidon | 17,999 | 5 NM radius. Weekends, occasional nights, seldom holidays. |
| **Magee Drop Zone** | 50 NM; 148° Jackson | 12,500 | SR–SS weekends & holidays. Occasional use by National Guard. |
| **Rolling Fork, Wade Arpt** | 32 NM; 180° Greenville | 12,500 | 10 NM radius. SR–SS Daily. |
| **Strong** | 6.5 NM; 289° Caledonia | 12,500 | Weekends and holidays SR–SS |
| **Terry, Windy Drop Zone** | 28 NM; 190° Jackson | 2,000 AGL | Occasional use. |
| **West Point, King Drop Zone** | 7 NM; 305° Bigbee | 2,000 AGL | Occasional use. |

| LOCATION | DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC | MAXIMUM ALTITUDE | REMARKS |
|---|---|---|---|
| **Yazoo City, Yazoo Co Arpt** | 27 NM; 322° Jackson | 13,000 | 3 NM radius. 0900–SS weekends and holidays. |
| | **OKLAHOMA** | | |
| (c) **Chickasha, Redhills Arpt** | 23 NM; 212° Will Rogers | 12,000 | 1 NM radius. Daily SR–SS. |
| (c) **Claremore, Sam Riggs Arpt** | 7.8 NM; 070° Tulsa | 11,000 | 2 NM radius. Weekends, and holidays, SR–SS. Occasional weekday and night jumps. |
| (c) **Cushing Muni** | 50 NM; 245° Tulsa | 14,000 | 5 NM radius SR until 1 hour after SS daily. |
| (c) **Eldorado, Sooner Drop Zone** | 22 NM; 247° Altus | 12,500 AGL | 1 NM radius, Mon–Fri 0700–0200 and occasional weekends. Heavy jet activity, IFR and VFR conditions. |
| (c) **Goldsby, Pardise Air Haven Arpt** | 16 NM; 150° Will Rogers | 17,000 | 3 NM radius. Continuous. |
| (c) **Grandfield Muni** | 21 NM; 324° Wichita Falls | 13,500 | 5 NM radius. SR–SS weekends and holidays; occasional weekdays. |
| (c) **Hinton Muni Arpt** | 37 NM; 277° Will Rogers | 16,000 | 3 NM radius. Weekends SR–SS. |
| (c) **Hugo, Nash Muni Arpt** | 52 NM; 155° McAlester | 13,000 | 3 NM radius. Daily SR–SS. |
| **Ketchum Craig Co South Grand Lake Arpt** | 34 NM; 230° Neosho | 12,000 | 1 NM radius. Daily 0530–2000. |
| **Miami Muni Arpt** | 21 NM; 126° Oswego | 13,000 | 3 NM radius. SR–SS daily. |
| **Okmulgee Rgnl Arpt** | 4.3 NM; 241° Okmulgee | 15,000 | 3 NM radius. Sat, Sun and holidays SR–SS. |
| (c) **Skiatook** | 15 NM; 310° Tulsa | 13,000 | 5 NM radius. Daily SR–SS, occasional ngts. |
| **Tahlequah Muni** | 41 NM; 105° Tulsa | 13,500 | 5 NM radius. Daily SR–SS. |
| | **TEXAS** | | |
| **Abilene, Dyess AFB** | 4 NM; 170° Abilene | 3,300 | Daily SR–SS |
| **Amarillo, Buffalo Fld** | 13.5 NM; 213° Panhandle | 15,000 | Daily SR–SS |
| (c) **Anahuac, Chambers Co Arpt** | 14.5 NM; 013° Trinity | 17,500 | 5 NM radius. Daily SR–SS. Occasional ngts. |
| (c) **Beaumont Muni Arpt** | 12.5 NM; 297° Beaumont | 15,000 AGL | 0800–1 hour past SS, occasional ngts. |
| (c) **Beeville** | 21 NM; 102° Three Rivers | 12,500 | 0900–SS weekends, holidays and occasional weekdays. |
| (c) **Brookshire, Sport Flyers (Pvt) Arpt** | 22 NM, 052° Eagle Lake | 12,000 | 3 NM radius. Daily 1500–0045. |
| (c) **Bryan, Coulter Fld** | 8 NM; 026° College Station | 13,500 | 5 NM radius. Daily SR–SS, occasional ngts, occasional weekdays Wed–Fri. **Houston Center 120.4** |
| (c) **Caddo Mills** | 29 NM; 176° Bonham | 15,000 | Fri–Sun dalgt hrs, 0600–2100 during summer. UNICOM 122.8/Fort Worth Center 132.02. |
| **Camp Bullis** | 6.5 NM; 305° San Antonio | 2,500 AGL | 2 NM radius. Continuous. |
| (c) **Camp Swift, Blackwell Drop Zone** | 15 NM; 119° Centex | 1,500 AGL | Daily, occasional ngts. |
| **Dumas, Moore Co Arpt** | 29 NM; 106° Dalhart | 13,700 | 3 NM radius. SR–2359 weekends and holidays, 1700–2359 weekdays. |
| **Ennis Muni Arpt** | 24 NM; 285° Cedar Creek | 12,000 | 3 NM radius, Sat–Sun, Holidays |
| (c) **Fentress Airpark** | 38.7 NM; 193° Centex | 14,000 | 5 NM radius. Weekends SS–SR. Occasional weekdays and ngt jumps. **Austin–Bergstrom Intl Tower 119.0** |
| (c) **Gladewater Muni Arpt** | 14 NM; 295° Gregg Co | 14,000 | 3 NM radius. 0700–2200 daily. |
| (c) **Hitchcock, Johnnie Volk Fld** | 8.5 NM; 302° Scholes | 12,500 AGL | 1 NM radius 0800–SS daily. |
| (c) **Killeen, Ft. Hood, Antelope Drop Zone** | 14.5 NM; 087° Gooch Springs | 13,000 AGL | Continuous |
| (c) **Killeen, Ft. Hood, Rapido Drop Zone** | 25 NM; 053° Gooch Springs | 13,000 AGL | 0.5 NM radius. Continuous. |

| LOCATION | DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC | MAXIMUM ALTITUDE | REMARKS |
|---|---|---|---|
| (c) **Kingsville, Kleberg Co Arpt** | 11.5 NM; 175° Alice | 12,500 | Weekdays, 1200–SS; Sat, Sun, holidays 0700–SS |
| (c) **Lexington Airfield (Pvt) Arpt** | 30 NM; 238° College Station | 15,500 | 2 NM radius, Daily SR–Midnight. |
| (c) **Midlake Arpt** | 7 NM; 084° Stinson | 15,000 | 1 NM radius. Daily SR–SS and occasional ngts. |
| (c) **Nome, Farm Air Service (Pvt) Arpt** | 21 NM; 278° Beaumont | 13,500 | 3 NM radius. Sat, Sun and holidays, SR–SS. |
| (c) **Port Isabel-Cameron Co Arpt** | 15 NM; 357° Brownsville | 15,500 | 1 NM radius. Daily SR–SS. **Houston Center 119.5** |
| (c) **Rhome, Rhome Meadows Arpt** | 24 NM; 307° Ranger | 11,500 | 2 NM radius. SR–SS Thu–Mon |
| (c) **Rosharon, B&B Airpark (Pvt) Arpt** | 20 NM; 205° Hobby | 15,000 | 2 NM radius. 1200–0200 daily. |
| **(c) Salado Arpt** | 15.5 NM; 114° Gray | 15,000 AGL | 5 NM radius. Continuous. |
| **Seagoville Arpt** | 30.3 NM; 115° Maverick | 13,000 | SR–SS weekends and holidays and occasional days. |
| (c) **Stanton Muni** | 21 NM; 051° Midland | 14,500 | 5 NM radius. SR–SS weekends and holidays. |
| **Stephenville, Clark Fld Muni** | 15.5 NM; 279° Glen Rose | 13,000 | 5 NM radius. SR–SS weekends and holidays. **Ft. Worth Center 127.15** |
| **Terrell Muni Arpt** | 32 NM; 349° Cedar Creek | 13,500 | 2 NM radius. SR–SS weekends and holidays, occasional weekdays. |
| (c) **Trenton, Tri–Co Aerodrome** | 8.6 NM; 230° Bonham | 14,500 | 2 NM radius. Daily 0800–2200. Hi–density jump area, pilots are advised to monitor UNICOM 123.075. |
| **(c) Waller, Skydive Houston (Pvt) Arpt** | 18.9 NM, 151° Navasota | 24,000 AGL | 3 NM radius, continuous. |

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The purpose of this bulletin is to provide major changes in aeronautical information that have occurred since the last publication date of each Sectional Aeronautical, VFR Terminal Area, and Helicopter Route Charts listed. The general policy is to include only those changes to controlled airspace and special use airspace that present a hazardous condition or impose a restriction on the pilot, and major changes to airports and radio navigational facilities, thereby providing the VFR pilot with the essential data necessary to update and maintain chart currency. The data is grouped by type and then by effective date. When a new edition of the Aeronautical Chart is published, the corrective tabulation will be removed from this bulletin. Inasmuch as this Bulletin provides major changes only, pilots should consult the airport listing in this directory for all new information. Users of U.S. World Aeronautical Charts (WAC) and U.S. Gulf Coast VFR Aeronautical Charts should consult the appropriate Sectional and VFR Terminal Area Charts for revisions.

Military Training Routes (MTRs) are shown on Sectional Aeronautical Charts, VFR Terminal Area, and Helicopter Route Charts. Only the route centerline, direction of flight and the route designator are shown — route widths and altitudes are not shown. Since these routes are subject to change every 56 days and the charts are reissued generally every 6 months, routes with a change in the alignment of the charted route centerline will be listed in this Aeronautical Chart Bulletin below. You are advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

## ALBUQUERQUE SECTIONAL
## 85th Edition, 6 May 2010

**OBSTRUCTIONS**
**3 Jun 2010** Change obst from 7115′MSL (245′AGL) to 7240′MSL (306′AGL)UC, 35°29′06″N, 107°39′56″W.

**AIRPORTS**
**3 Jun 2010** No Major Changes.

**NAVAIDs**
**3 Jun 2010** No Major Changes.

**AIRSPACE**
**3 Jun 2010** Revise DUMAS, TX Class E: That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Moore County Airport and within 1.9 miles each side of the 023° bearing from the airport extending from the 6.8-mile radius to 8.9 miles northeast of the airport, and within 4 miles each side of the 203° bearing from the airport extending from the 6.8-mile radius to 11.2 miles southwest of the airport.

**SPECIAL USE AIRSPACE**
**3 Jun 2010** No Major Changes.

**MILITARY TRAINING ROUTES**
**3 Jun 2010** No Major Changes.

**MISCELLANEOUS**
**3 Jun 2010** No Major Changes.

## BROWNSVILLE SECTIONAL
## 85th Edition, 3 Jun 2010

**OBSTRUCTIONS**
**3 Jun 2010** No Major Changes.

**AIRPORTS**
**3 Jun 2010** No Major Changes.

**NAVAIDs**
**3 Jun 2010** No Major Changes.

**AIRSPACE**
**3 Jun 2010** No Major Changes.

**SPECIAL USE AIRSPACE**
**3 Jun 2010** No Major Changes.

**MILITARY TRAINING ROUTES**
**3 Jun 2010** No Major Changes.

**MISCELLANEOUS**
**3 Jun 2010** No Major Changes.

## DALLAS–FT. WORTH HELICOPTER ROUTE CHART
## 4th Edition, 16 Mar 2006

**OBSTRUCTIONS**
**13 Apr 2006** No Major Changes.
**8 Jun 2006** Add obst 1049′MSL (318′AGL), 33°12′08″N, 96°48′14″W.
**3 Aug 2006** No Major Changes.
**28 Sep 2006** Add obst 975′MSL (470′AGL), 32°51′03″N, 96°35′30″W.
**23 Nov 2006 – 15 Mar 2007** No Major Changes.
**10 May 2007** Add obst 1046′ MSL (470′ AGL) UC, 33°07′51″N, 97°06′04″W.
**5 Jul 2007** Add obst 1059′MSL (319′AGL), 32°37′08″N, 97°12′20″W.
**30 Aug 2007 – 20 Nov 2008** No Major Changes.
**15 Jan 2009** Add obst 947′MSL (300′AGL)UC, 33°06′56″N, 96°44′23″W.
**12 Mar 2009** Add obst 1497′MSL (509′AGL)UC, 32°30′14″N, 97°31′48″W.
**7 May 2009 – 22 Oct 2009** No Major Changes.
**17 Dec 2009** Add obst 1297′MSL (320′AGL)UC, 33°07′42″N, 97°29′43″W.
**11 Feb 2010** Add obst 1269′MSL (320′AGL)UC, 33°12′19″N, 97°30′13″W.
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**AIRPORTS**
**13 Apr 2006 – 8 Jun 2006** No Major Changes.
**3 Aug 2006** Delete TURBOMECA heliport, 32°41′54″N, 97°02′59″W.
Delete TRIPLE S arpt, 32°40′30″N, 97°34′54″W.
**28 Sep 2006** Delete CARROLL arpt 32°33′25″N, 96°51′56″W.
**23 Nov 2006** No Major Changes.
**18 Jan 2007** Add Arlington ATCT 128.625, 32°39′49″N, 97°05′39″W.
**15 Mar 2007** Delete Craig Airport, 32°55′00″N, 97°11′01″W.
**10 May 2007** No Major Changes.
**5 Jul 2007** Change Dallas Executive ATCT frequencies from 120.3 to 127.25, and from 257.8 to 335.6.
Add CTAF freq. 122.9 at PROPWASH arpt., 33°04′50″N, 97°21′32″W.
Change CTAF freq. 123.075 to 128.625 at ARLINGTON MUNI arpt, 32°39′49″N, 97°05′39″W.
**30 Aug 2007** Delete ALPINE RANGE arpt, 32°36′27″N, 97°14′31″W.
Delete BOE–WRINKLE arpt, 32°54′17″N, 97°35′42″W.
Delete CARROLL LAKE–VIEW arpt, 32°27′45″N, 97°06′51″W.
Delete CIRCLE C arpt, 32°53′45″N, 97°17′16″W.
Delete EISENBECK arpt, 32°29′08″N, 96°35′20″W.
Delete FLYING CAP VALLEY arpt, 32°56′11″N, 97°08′07″W.
Delete INTERNATIONAL arpt, 32°56′55″N, 97°19′44″W.
Delete MARKUM arpt, 32°41′42″N, 97°30′42″W.
Delete MILLER arpt, 32°34′30″N, 97°05′13″W.
Delete RED ACE arpt, 33°14′30″N, 97°37′16″W.
**25 Oct 2007** Change CTAF freq. 120.3 to 127.25 at DALLAS EXECUTIVE arpt, 32°40′51″N, 96°52′05″W.
Add CTAF 122.9 at Heritage Creek arpt, 33°10′7″N, 97°29′3″W.
**20 Dec 2007 – 2 Jul 2009** No Major Changes.
**27 Aug 2009** Delete SAGINAW arpt, 32°51′45″N, 97°22′41″W.
**22 Oct 2009 – 3 Jun 2010** No Major Changes.

**NAVAIDs**
**13 Apr 2006** No Major Changes.
**8 Jun 2006** Add LANCASTER NDB, freq. 239, ident (LNC), 32°34′39″N, 96°43′17″W.
**3 Aug 2006 – 5 Jul 2007** No Major Changes.
**30 Aug 2007** Delete REDBIRD NDB, 32°40′36″N, 96°52′15″W.
**25 Oct 2007 – 3 Jun 2010** No Major Changes.

**AIRSPACE**
**13 Apr 2006 – 27 Aug 2009** No Major Changes.
**22 Oct 2009** Add FORT WORTH SPINKS, TX. Class D: That airspace extending upward from the surface up to but not including 3,000 feet MSL within a 4.1-mile radius of Fort Worth Spinks Airport, and within 1 mile each side of the 173° bearing from the airport extending from the 4.1-mile radius to 4.8 miles south of the airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.
**17 Dec 2009** Add ARLINGTON, TX Class D: That airspace extending upward from the surface, to but not including 2,000 feet MSL within a 4-mile radius of Arlington Municipal Airport, excluding the portion east of a line between 32°43′48″N, 97°05′06″W, and 32°38′10″N, 97°3′26″W, and 32°36′16″N, 97°03′31″W, and excluding that airspace within the Dallas/Fort Worth, TX, Class B airspace area. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

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Add GRAND PRAIRIE, TX Class D: That airspace extending upward from the surface, to but not including 2,000 feet MSL within a 3.8-mile radius of Grand Prairie Municipal Airport, excluding the portion west of a line between 32°45′00″N, 97°05′28″W, and 32°38′10″N, 97°03′26″W, and excluding that portion north of a line between 32°45′00″N, 97°05′28″W, and 32°45′00″N, 97°00′10″W, and excluding that airspace within the Dallas/Fort Worth, TX Class B airspace area. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.
**11 Feb 2010 – 3 Jun 2010** No Major Changes.

**SPECIAL USE AIRSPACE**
**13 Apr 2006 – 3 Jun 2010** No Major Changes.

**MILITARY TRAINING ROUTES**
**13 Apr 2006 – 3 Jun 2010** No Major Changes.

**MISCELLANEOUS**
**13 Apr 2006** Change MEF $1^4$ to $1^5$ in quadrant 33°15′–33°30′N, 96°15′–96°30′W.
**6 Jun 2006 – 3 Jun 2010** No Major Changes.

## DALLAS–FT. WORTH SECTIONAL
## 84th Edition, 11 Mar 2010

**OBSTRUCTIONS**
**8 Apr 2010** Change obst from 1455′MSL (270′AGL) to 1520′MSL (320′AGL), 35°13′02″N, 97°20′26″W.
Add obst 2185′MSL (328′AGL)UC, 32°29′59″N, 99°58′20″W.
Add obst 933′MSL (420′AGL)UC, 33°51′03″N, 95°32′12″W.
Add obst 722′MSL (310′AGL)UC, 32°51′14″N, 95°03′37″W.
**3 Jun 2010** Add obst 1415′MSL (284′AGL)UC, 35°00′58″N, 97°15′57″W.
Add obst 1128′MSL (349′AGL)UC, 34°06′18″N, 96°56′06″W.
Add obst 1427′MSL (305′AGL)UC, 34°57′11″N, 97°53′56″W.
Add obst 1934′MSL (349′AGL)UC, 34°55′38″N, 98°34′52″W.
Change obst from 800′MSL (305′AGL) to 910′MSL (420′AGL), 34°06′20″N, 95°05′19″W.
Change obst from 772′MSL (305′AGL) to 880′MSL (420′AGL), 34°00′08″N, 95°23′51″W.
Add obst 991′MSL (255′AGL)UC, 35°52′43″N, 96°03′56″W.
Add obst 1328′MSL (349′AGL)UC, 34°48′40″N, 97°25′34″W.
Add obst 1343′MSL (349′AGL)UC, 35°15′41″N, 96°46′42″W.

**AIRPORTS**
**8 Apr 2010** No Major Changes.
**3 Jun 2010** Delete HIGHLANDS arpt, 35°48′00″N, 97°36′31″W.

**NAVAIDs**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**AIRSPACE**
**8 Apr 2010** Add ALBANY, TX Class E: That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Albany Municipal Airport, and within 4 miles each side of the 178° bearing from the airport extending from the 6.4-mile radius to 10.6 miles south of the airport, and within 4 miles each side of the 358° bearing from the airport extending from the 6.4-mile radius to 10.7 miles north of the airport.
Revise GRAFORD, TX Class E: That airspace extending upward from 700 feet above the surface within a 6.3-mile radius of Possum Kingdom Airport and within 4 miles each side of the 031° bearing from the airport extending from the 6.3-mile radius to 10.8 miles northeast of the airport, and within 4 miles each side of the 210° bearing from the airport extending from the 6.3-mile radius to 10.8 miles southwest of the airport.
Revise ALTUS, OK Class E: That airspace extending upward from 700 feet above the surface within a 9.1-mile radius of Altus AFB and within 1.6 miles each side of the 185° radial of the Altus VORTAC extending from the 9.1- mile radius to 11.9 miles south of Altus AFB and within 3 miles west and 2 miles east of the Altus AFB ILS Runway 17R Localizer north course extending from the 9.1-mile radius to 15 miles north of Altus AFB; and within a 6.5-mile radius of Altus/Quartz Mountain Regional Airport; and within 2 miles each side of the 000° bearing from Altus/Quartz Mountain Regional Airport extending from the 6.5-mile radius to 11.4 miles north of Altus/Quartz Mountain Regional Airport; and within a 5.4-mile radius of Tipton Municipal Airport; and within a 7.2-mile radius of Frederick Municipal Airport; and within 2.5 miles each side of the 180° bearing from the Frederick Municipal Airport extending from the 7.2-mile radius to 7.7 miles south of Frederick Municipal Airport; and within a 12-mile radius of Altus AFB beginning at a point 3 miles west of the Altus VORTAC 019° radial, thence clockwise along the 12-mile radius of Altus AFB, ending at a point 3 miles west of the Altus VORTAC 185° radial.

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**3 Jun 2010** Revise DUMAS, TX Class E: That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Moore County Airport and within 1.9 miles each side of the 023° bearing from the airport extending from the 6.8-mile radius to 8.9 miles northeast of the airport, and within 4 miles each side of the 203° bearing from the airport extending from the 6.8-mile radius to 11.2 miles southwest of the airport.

**SPECIAL USE AIRSPACE**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**MILITARY TRAINING ROUTES**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**MISCELLANEOUS**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

## DALLAS FT. WORTH TERMINAL AREA CHART
## 75th Edition, 11 Mar 2010

**OBSTRUCTIONS**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**AIRPORTS**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**NAVAIDs**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**AIRSPACE**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**SPECIAL USE AIRSPACE**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**MILITARY TRAINING ROUTES**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**MISCELLANEOUS**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

## EL PASO SECTIONAL
## 84th Edition, 11 Feb 2010

**OBSTRUCTIONS**
**11 Feb 2010 – 3 Jun 2010** No Major Changes.

**AIRPORTS**
**11 Feb 2010 – 3 Jun 2010** No Major Changes.

**NAVAIDs**
**11 Feb 2010 – 3 Jun 2010** No Major Changes.

**AIRSPACE**
**11 Feb 2010 – 3 Jun 2010** No Major Changes.

**SPECIAL USE AIRSPACE**
**11 Feb 2010 – 3 Jun 2010** No Major Changes.

**MILITARY TRAINING ROUTES**
**11 Feb 2010 – 3 Jun 2010** No Major Changes.

**MISCELLANEOUS**
**11 Feb 2010 – 3 Jun 2010** No Major Changes.

## HOUSTON HELICOPTER ROUTE CHART
## 6th Edition, 13 Mar 2008

**OBSTRUCTIONS**
**10 Apr 2008** Add obst 630′MSL (542′AGL) UC, 29°46′57″N, 95°32′44″W.
Add obst 454′MSL (307′AGL), 30°01′10″N, 95°35′57″W.
**5 Jun 2008 – 20 Nov 2008** No Major Changes.
**15 Jan 2009** Add obst 575′MSL (500′AGL), 29°50′37″N, 95°24′30″W.
**12 Mar 2009** No Major Changes.
**7 May 2009** Add obst 405′MSL (387′AGL)UC, 29°34′00″N, 95°03′45″W.
**2 Jul 2009** No Major Changes.
**27 Aug 2009** Add obst 341′MSL (309′AGL), 29°22′30″N, 95°15′857″W.
**22 Oct 2009** Add obst 2013′MSL (2000′AGL)UC, 29°18′01″N, 95°06′40″W.
**17 Dec 2009 – 11 Feb 2010** No Major Changes.
**8 Apr 2010** Add obst 374′MSL (342′AGL)UC, 29°42′13″N, 95°15′03″W.
**3 Jun 2010** No Major Changes.

**AIRPORTS**
**10 Apr 2008** Delete TEXAS MEDICAL CENTER heliport, 29°42′26″N, 95°23′33″W.
**5 Jun 2008** No Major Changes.
**31 Jul 2008** Change CTAF 122.8 to 122.9 at FLYIN' B arpt, 29°32′15″N, 95°25′25″W.
**25 Sep 2008 – 7 May 2009** No Major Changes.
**2 Jul 2009** Delete SKYHAVEN arpt, 29°50′00″N, 95°08′54″W.
**27 Aug 2009 – 3 Jun 2010** No Major Changes.

**NAVAIDs**
**10 Apr 2008 – 3 Jun 2010** No Major Changes.

**AIRSPACE**
**10 Apr 2008 – 7 May 2009** No Major Changes.
**2 Jul 2009** Add CONROE, TX. Class D: That airspace extending upward from the surface to and including 2,700 feet MSL within a 4.1-mile radius of Lone Star Executive Airport, excluding that airspace within the 4.1-mile radius northeast of the intersection of the IAH VORTAC 356° radial and the TNV VORTAC 081° radial. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.
Add CONROE, TX. Class E: That airspace extending upward from the surface to and including 2,700 feet MSL within a 4.1-mile radius of Lone Star Executive Airport, excluding that airspace within the 4.1-mile radius northeast of the intersection of the IAH VORTAC 356° radial and the TNV VORTAC 081° radial. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.
**27 Aug 2009 – 3 Jun 2010** No Major Changes.

**SPECIAL USE AIRSPACE**
**10 Apr 2008 – 3 Jun 2010** No Major Changes.

**MILITARY TRAINING ROUTES**
**10 Apr 2008 – 3 Jun 2010** No Major Changes.

**MISCELLANEOUS**
**10 Apr 2008 – 3 Jun 2010** No Major Changes.

## HOUSTON SECTIONAL
### 85th Edition, 11 Mar 2010

**OBSTRUCTIONS**
**8 Apr 2010** Add obst 798′MSL (310′AGL)UC, 31°36′46″N, 90°30′28″W.
**3 Jun 2010** Add obst 309′MSL (257′AGL) UC, 31°04′46″N, 91°47′36″W.
Add obst 342′MSL (340′AGL) UC, 29°20′11″N, 90°38′37″W.
Add obst 412′MSL (350′AGL) UC, 30°36′42″N, 92°55′52″W.
Add obst 268′MSL (260′AGL) UC, 30°07′58″N, 91°43′38″W.
Change obst from 516′MSL (500′AGL) to 1547′MSL (1535′AGL), 28°43′54″N, 96°05′27″W.
Add obst 462′MSL (330′AGL) UC, 30°56′43″N, 92°24′09″W.
Add obst 636′MSL (500′AGL) UC, 31°47′26″N, 93°04′54″W.
Add obst 429′MSL (336′AGL) UC, 30°31′43″N, 93°34′24″W.
Add obst 282′MSL (256′AGL) UC, 30°42′45″N, 91°31′30″W.

**AIRPORTS**
**8 Apr 2010** No Major Changes.
**3 Jun 2010** Change CTAF 122.75 to 122.9 at BAILES arpt, 29°10′00″N, 95°24′03″W.
Change CTAF 122.8 to 122.9 at POLLOCK arpt, 31°28′38″N, 92°27′40″W.

**NAVAIDs**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**AIRSPACE**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**SPECIAL USE AIRSPACE**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**MILITARY TRAINING ROUTES**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**MISCELLANEOUS**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

## HOUSTON TERMINAL AREA CHART
### 73rd Edition, 11 Mar 2010

**OBSTRUCTIONS**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**AIRPORTS**
**8 Apr 2010** No Major Changes.
**3 Jun 2010** Change CTAF 122.75 to 122.9 at BAILES arpt, 29°10′00″N, 95°24′03″W.

**NAVAIDs**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**AIRSPACE**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**SPECIAL USE AIRSPACE**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**MILITARY TRAINING ROUTES**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**MISCELLANEOUS**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

## IFR GULF OF MEXICO CENTRAL
### 1st Edition, 17 Dec 2009

**OBSTRUCTIONS**
**17 Dec 2009 – 3 Jun 2010** No Major Changes.

**AIRPORTS**
**17 Dec 2009 – 3 Jun 2010** No Major Changes.

**NAVAIDs**
**17 Dec 2009 – 3 Jun 2010** No Major Changes.

**AIRSPACE**
**17 Dec 2009 – 3 Jun 2010** No Major Changes.

**SPECIAL USE AIRSPACE**
**17 Dec 2009 – 3 Jun 2010** No Major Changes.

**MILITARY TRAINING ROUTES**
**17 Dec 2009 – 3 Jun 2010** No Major Changes.

**MISCELLANEOUS**
**17 Dec 2009** No Major Changes.
**11 Feb 2010** Delete BUEKR Waypoint N 29°45′ W 91°50′.
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

## IFR GULF OF MEXICO WEST
### 1st Edition, 17 Dec 2009

**OBSTRUCTIONS**
**17 Dec 2009 – 3 Jun 2010** No Major Changes.

**AIRPORTS**
**17 Dec 2009 – 3 Jun 2010** No Major Changes.

**NAVAIDs**
**17 Dec 2009 – 11 Feb 2010** No Major Changes.
**8 Apr 2010** Delete BRENHAM (BNH) NDB 30°13′20.6″N, 96°22′24.6″W.
**3 Jun 2010** No Major Changes.

**AIRSPACE**
**17 Dec 2009 – 3 Jun 2010** No Major Changes.

**SPECIAL USE AIRSPACE**
**17 Dec 2009 – 3 Jun 2010** No Major Changes.

**MILITARY TRAINING ROUTES**
**17 Dec 2009 – 3 Jun 2010** No Major Changes.

**MISCELLANEOUS**
**17 Dec 2009 – 11 Feb 2010** No Major Changes.
**8 Apr 2010** Change Name SAITA to SARITA at HOUSTON RCAG 27°13′16″N, 97°47′56″W.
**3 Jun 2010** No Major Changes.

## KANSAS CITY SECTIONAL
## 84th Edition, 3 Jun 2010

**OBSTRUCTIONS**
**3 Jun 2010** No Major Changes.

**AIRPORTS**
**3 Jun 2010** No Major Changes.

**NAVAIDs**
**3 Jun 2010** No Major Changes.

**AIRSPACE**
**3 Jun 2010** No Major Changes.

**SPECIAL USE AIRSPACE**
**3 Jun 2010** No Major Changes.

**MILITARY TRAINING ROUTES**
**3 Jun 2010** No Major Changes.

**MISCELLANEOUS**
**3 Jun 2010** No Major Changes.

## MEMPHIS SECTIONAL
## 84th Edition, 8 Apr 2010

**OBSTRUCTIONS**
**8 Apr 2010** No Major Changes.
**3 Jun 2010** Add obst 777′MSL (311′AGL)UC, 33°17′12″N, 89°24′53″W.
Add obst 784′MSL (351′AGL)UC, 32°36′58″N, 89°15′23″W.
Change obst from 763′MSL (383′AGL) to 875′MSL (495′AGL), 33°07′23″N, 93°59′52″W.
Add obst 478′MSL (260′AGL)UC, 35°13′47″N, 90°20′16″W.
Add obst 654′MSL (350′AGL)UC, 32°47′36″N, 89°51′03″W.
Add obst 601′MSL (301′AGL), 35°06′55″N, 89°56′36″W.
Add obst 439′MSL (335′AGL)UC, 32°55′35″N, 91°40′19″W.
Add obst 478′MSL (260′AGL), 35°13′47″N, 90°20′16″W.

**AIRPORTS**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**NAVAIDs**
**8 Apr 2010** No Major Changes.
**3 Jun 2010** Delete KOSCUISKO NDB, 33°05′27″N, 89°32′25″W.
Delete CLARKSDALE NDB, 34°17′35″N, 90°30′56″W.
Delete ASH FLAT NDB, 36°10′50″N, 91°36′23″W.

**AIRSPACE**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**SPECIAL USE AIRSPACE**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**MILITARY TRAINING ROUTES**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**MISCELLANEOUS**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

## MEMPHIS TERMINAL AREA CHART
### 42nd Edition, 8 Apr 2010

**OBSTRUCTIONS**
**8 Apr 2010** No Major Changes.
**3 Jun 2010** Add obst 478′MSL (260′AGL), 35°13′47″N, 90°20′16″W.
Add obst 601′MSL (301′AGL), 35°06′55″N, 89°56′36″W.

**AIRPORTS**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**NAVAIDs**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**AIRSPACE**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**SPECIAL USE AIRSPACE**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**MILITARY TRAINING ROUTES**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**MISCELLANEOUS**
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

## NEW ORLEANS SECTIONAL
### 86th Edition, 3 Jun 2010

**OBSTRUCTIONS**
**3 Jun 2010** No Major Changes.

**AIRPORTS**
**3 Jun 2010** No Major Changes.

**NAVAIDs**
**3 Jun 2010** No Major Changes.

**AIRSPACE**
**3 Jun 2010** No Major Changes.

**SPECIAL USE AIRSPACE**
**3 Jun 2010** No Major Changes.

**MILITARY TRAINING ROUTES**
**3 Jun 2010** No Major Changes.

**MISCELLANEOUS**
**3 Jun 2010** No Major Changes.

## NEW ORLEANS TERMINAL AREA CHART
### 71st Edition, 3 Jun 2010

**OBSTRUCTIONS**
**3 Jun 2010** No Major Changes.

**AIRPORTS**
**3 Jun 2010** No Major Changes.

**NAVAIDs**
**3 Jun 2010** No Major Changes.

**AIRSPACE**
**3 Jun 2010** No Major Changes.

**SPECIAL USE AIRSPACE**
**3 Jun 2010** No Major Changes.

**MILITARY TRAINING ROUTES**
**3 Jun 2010** No Major Changes.

**MISCELLANEOUS**
**3 Jun 2010** No Major Changes.

## ST. LOUIS SECTIONAL
## 81st Edition, 17 Dec 2009

**OBSTRUCTIONS**
**17 Dec 2009** No Major Changes.
**11 Feb 2010** Add obst 1097′MSL (275′AGL)UC, 39°03′46″N, 84°59′04″W.
Add obst 1410′MSL (630′AGL)UC, 40°03′14″N, 85°59′22″W.
Change obst from 827′MSL (243′AGL) to 882′MSL (300′AGL), 38°44′06″N, 89°57′02″W.
Add obst 738′MSL (226′AGL)UC, 38°11′11″N, 89°40′09″W.
Add obst 722′MSL (260′AGL)UC, 38°17′56″N, 89°59′34″W.
Add obst 692′MSL (260′AGL)UC, 37°15′35″N, 88°58′50″W.
Add obst 851′MSL (349′AGL)UC, 38°45′25″N, 89°06′09″W.
Add obst 756′MSL (275′AGL)UC, 38°32′04″N, 89°31′26″W.
Add obst 865′MSL (220′AGL), 39°17′43″N, 88°00′03″W.
Add obst 1200′MSL (237′AGL)UC, 39°12′34″N, 86°38′31″W.
Add obst 917′MSL (227′AGL)UC, 37°53′08″N, 86°03′40″W.
Add obst 1003′MSL (258′AGL)UC, 40°12′40″N, 88°44′43″W.
Add obst 851′MSL (258′AGL)UC, 39°55′55″N, 89°40′00″W.
Add obst 888′MSL (258′AGL)UC, 39°40′32″N, 89°50′15″W.
Add obst 1265′MSL (315′AGL)UC, 37°45′31″N, 90°46′15″W.
Add obst 868′MSL (258′AGL)UC, 39°58′06″N, 89°43′48″W.
Add obst 879′MSL (258′AGL)UC, 39°56′42″N, 89°55′56″W.
Add obst 838′MSL (258′AGL)UC, 39°50′25″N, 89°48′10″W.
Add obst 885′MSL (258′AGL)UC, 39°02′32″N, 89°53′08″W.
Add obst 887′MSL (258′AGL)UC, 39°04′50″N, 89°48′26″W.
**8 Apr 2010** Add obst 1164′MSL (400′AGL)UC, 40°10′06″N, 89°05′56″W.
Add obst 1566′MSL (204′AGL)UC, 37°39′55″N, 83°57′21″W.
Add obst 817′MSL (300′AGL)UC, 38°37′03″N, 86°42′35″W.
Add obst 1142′MSL (295′AGL)UC, 38°45′58″N, 84°53′45″W.
Add obst 1022′MSL (256′AGL)UC, 37°30′50″N, 86°25′55″W.
Add obst 703′MSL (258′AGL)UC, 38°15′24″N, 89°03′24″W.
Add obst 900′MSL (250′AGL)UC, 40°06′39″N, 90°33′35″W.
Add obst 1385′MSL (279′AGL)UC, 36°10′15″N, 84°02′17″W.
Add obst 712′MSL (280′AGL)UC, 36°40′56″N, 88°44′19″W.
Add obst 1578′MSL (235′AGL)UC, 36°52′32″N, 84°12′59″W.
Add obst 1409′MSL (255′AGL)UC, 36°46′20″N, 84°45′59″W.
Add obst 863′MSL (280′AGL)UC, 37°48′34″N, 85°34′52″W.
Add obst 1133′MSL (299′AGL)UC, 38°20′55″N, 85°02′02″W.
Add obst 1170′MSL (280′AGL)UC, 38°15′12″N, 84°37′40″W.
Add obst 1199′MSL (299′AGL)UC, 38°16′32″N, 84°57′02″W.
Add obst 1119′MSL (265′AGL)UC, 38°26′43″N, 85°10′39″W.
Add obst 829′MSL (255′AGL)UC, 37°16′08″N, 86°40′28″W.
Add obst 902′MSL (255′AGL)UC, 36°45′38″N, 86°43′03″W.
Add obst 682′MSL (300′AGL)UC, 36°55′13″N, 87°58′37″W.
Add obst 1032′MSL (255′AGL)UC, 36°50′24″N, 85°56′34″W.
Add obst 905′MSL (310′AGL)UC, 37°51′44″N, 86°45′00″W.
Add obst 1477′MSL (255′AGL)UC, 36°55′42″N, 84°14′33″W.
Add obst 1052′MSL (255′AGL)UC, 37°05′29″N, 85°36′52″W.
Add obst 977′MSL (260′AGL)UC, 39°09′51″N, 90°48′57″W.
Add obst 834′MSL (234′AGL)UC, 38°17′02″N, 90°35′42″W.
Add obst 955′MSL (232′AGL)UC, 38°19′22″N, 90°50′28″W.
Add obst 787′MSL (400′AGL)UC, 36°15′29″N, 88°11′11″W.
Add obst 1178′MSL (286′AGL)UC, 36°30′51″N, 86°33′57″W.
Add obst 988′MSL (290′AGL)UC, 36°27′48″N, 87°37′08″W.
Add obst 2210′MSL (260′AGL)UC, 36°23′13″N, 84°20′11″W.
Add obst 1792′MSL (306′AGL)UC, 37°36′25″N, 83°59′58″W.
Add obst 1020′MSL (349′AGL)UC, 37°06′51″N, 87°56′32″W.
Add obst 887′MSL (259′AGL)UC, 39°35′02″N, 89°44′44″W.
Add obst 1008′MSL (216′AGL)UC, 39°20′01″N, 84°46′34″W.
Add obst 959′MSL (260′AGL)UC, 38°24′38″N, 90°45′42″W.
Add obst 962′MSL (215′AGL)UC, 37°41′57″N, 84°29′03″W.
**3 Jun 2010** Add obst 648′MSL (260′AGL), 36°56′39″N, 90°10′08″W.
Add obst 655′MSL (258′AGL), 37°51′48″N, 89°19′11″W.

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**AIRPORTS**
**17 Dec 2009** No Major Changes.
**11 Feb 2010** Delete ACTION arpt, 39°07′57″N, 84°49′43″W.
Delete RP 19, RP 14 at SMYRNA arpt, 36°00′32″N, 86°31′12″W.
**8 Apr 2010** Delete RICHARDSON arpt, 38°22′50″N, 87°13′14″W.
**3 Jun 2010** Change CTAF 122.8 to 123.05 at ALEXANDRIA arpt 40°13′57″N, 85°38′15″W.
Change CTAF 122.8 to 122.9 at CYNTHIANA-HARRISON CO arpt 38°21′58″N, 84°17′00″W.

**NAVAIDS**
**17 Dec 2009** No Major Changes.
**11 Feb 2010** Delete CLAYE NDB, 39°03′23″N, 86°35′58″W.
Shutdown KENNETT NDB, 36°13′43″N, 90°02′21″W.
Shutdown LITCHFIELD NDB, 39°09′55″N, 89°40′32″W.
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**AIRSPACE**
**17 Dec 2009 – 11 Feb 2010** No Major Changes.
**8 Apr 2010** Revise ST. LOUIS, MO. Class D: That airspace extending upward from the surface to and including 3,000 feet MSL within a 4.3-mile radius of Spirit of St. Louis Airport, and within 1 mile each side of the 258° bearing from the airport extending from the 4.3-mile radius to 4.6 miles west of the airport, excluding that airspace within the St. Louis, MO Class B airspace area. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.
**3 Jun 2010** Revise HUNTINGBURG, IN Class E: That airspace extending upward from 700 feet above the surface within a 7-mile radius of Huntingburg Airport and within 2 miles either side of the 091° bearing from the airport extending from the 7-mile radius to 11.1 miles east of the airport.

**SPECIAL USE AIRSPACE**
**17 Dec 2009 – 3 Jun 2010** No Major Changes.

**MILITARY TRAINING ROUTES**
**17 Dec 2009 – 3 Jun 2010** No Major Changes.

**MISCELLANEOUS**
**17 Dec 2009 – 3 Jun 2010** No Major Changes.

## SAN ANTONIO SECTIONAL
## 85th Edition, 6 May 2010

**OBSTRUCTIONS**
**3 Jun 2010** No Major Changes.

**AIRPORTS**
**3 Jun 2010** No Major Changes.

**NAVAIDs**
**3 Jun 2010** No Major Changes.

**AIRSPACE**
**3 Jun 2010** Revise GEORGETOWN, TX Class E: That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Georgetown Municipal Airport, and within 2.5 miles each side of the 359° bearing from the Georgetown NDB extending from the 6.5-mile radius to 7.4 miles north of the airport, and within 2.2 miles each side of the 301° bearing from the airport extending from the 6.5-mile radius to 9.7 miles northwest of the airport, and within 2 miles each side of the 003° bearing from the airport extending from the 6.5-mile radius to 10.3 miles north of the airport.
Revise LLANO, TX Class E: That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Llano Municipal Airport and within 4 miles each side of the 359° bearing from the airport extending from the 6.5-mile radius to 13.5 miles north of the airport.
Revise LAMPASAS, TX Class E: That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Lampasas Airport, and within 4 miles each side of the 171° bearing from the airport extending from the 6.4-mile radius to 11.9 miles south of the airport.
Revise KILLEEN, TX Class E: That airspace extending upward from 700 feet above the surface within a 7.6-mile radius of Robert Gray AAF and within a 6.3-mile radius of Hood AAF and within 1.8 miles each side of the 037° radial of the Gray VOR/DME extending from the 7.6-mile radius to 14.6 miles northeast of the airfield, and within 1.8 miles each side of the 217° radial of the Gray VOR/DME extending from the 7.6-mile radius to 14.6 miles southwest of the airfield, and within 1.7 miles each side of the 064° radial of the Gray VOR/DME extending from the 7.6-mile radius to 13.9 miles northeast of the airfield, and within 1.7 miles each side of the 244° radial of the Gray VOR/DME extending from the 7.6-mile radius to 13.9 miles southwest of the airfield, and within 2 miles each side of the 150° bearing from Robert Gray AAF extending from the 7.6-mile radius to 11.6 miles southeast of the airfield, and within 2 miles each side of the 339° bearing from Robert Gray AAF extending from the 7.6- mile radius to 10.3 miles north of the airfield, and within a 6.5- mile radius of Skylark Field Airport and within 4 miles each side of the 197° bearing from the Skylark Field Airport extending from the 6.5-mile radius to 9.6 miles south of the airport and within 2.1 miles each side of the 197° bearing from the Iresh LOM extending from the 6.5-mile radius to 10.1 miles south of the airport.

**SPECIAL USE AIRSPACE**
**3 Jun 2010** No Major Changes.

**MILITARY TRAINING ROUTES**
**3 Jun 2010** No Major Changes.

**MISCELLANEOUS**
**3 Jun 2010** No Major Changes.

## U.S. GULF COAST VFR CHART
## 24th Edition 22 Oct 2009

**OBSTRUCTIONS**
**22 Oct 2009 – 3 Jun 2010** No Major Changes.

**AIRPORTS**
**22 Oct 2009 – 3 Jun 2010** No Major Changes.

**NAVAIDS**
**22 Oct 2009 – 3 Jun 2010** No Major Changes.

**AIRSPACE**
**22 Oct 2009 – 17 Dec 2009** No Major Changes.
**11 Feb 2010** Add LCHCB IFR Waypoint, 29°31′39″N, 93°00′00″W.
Add LCHLB IFR Waypoint, 29°32′11″N, 93°20′00″W.
Add LCHRB IFR Waypoint, 29°31′04″N, 92°40′00″W.
Add LLACB IFR Waypoint, 29°30′31″N, 92°00′00″W.
Add LLALB IFR Waypoint, 29°30′49″N, 92°20′00″W.
Add LLARB IFR Waypoint, 29°30′10″N, 91°43′49″W.
**8 Apr 2010 – 3 Jun 2010** No Major Changes.

**SPECIAL USE AIRSPACE**
**22 Oct 2009 – 3 Jun 2010** No Major Changes.

**MILITARY TRAINING ROUTES**
**22 Oct 2009 – 3 Jun 2010** No Major Changes.

**MISCELLANEOUS**
**22 Oct 2009 – 3 Jun 2010** No Major Changes.

## WICHITA SECTIONAL
## 84th Edition, 14 Jan 2010

**OBSTRUCTIONS**
**11 Feb 2010** Add obst 1665′MSL (349′AGL)UC, 36°21′39″N, 98°33′03″W.
Add obst 4492′MSL (350′AGL)UC, 38°07′04″N, 103°31′00″W.
Add obst 5430′MSL (350′AGL)UC, 39°50′33″N, 103°53′05″W.
**8 Apr 2010** Add obst 1729′MSL (349′AGL)UC, 36°24′58″N, 98°44′43″W.
Add obst 2487′MSL (730′AGL)UC, 37°24′09″N, 98°34′52″W.
Add obst 3688′MSL (270′AGL)UC, 38°31′06″N, 101°29′49″W.
Add obst 1755′MSL (349′AGL)UC, 36°32′58″N, 98°15′31″W.
Add obst 2753′MSL (295′AGL)UC, 36°08′18″N, 99°32′31″W.
**3 Jun 2010** Add obst 4417′MSL (270′AGL)UC, 39°01′16″N, 102°09′24″W.
Add obst 2471′MSL (260′AGL)UC, 39°37′34″N, 99°51′06″W.
Add obst 2640′MSL (260′AGL)UC, 38°51′19″N, 99°54′41″W.
Add obst 2096′MSL (315′AGL)UC, 36°47′58″N, 99°21′52″W.
Add obst 6044′MSL (1190′AGL)UC, 40°02′01″N, 103°56′19″W.

**AIRPORTS**
**11 Feb 2010** Add RP 8 and RP 26 to MC PHERSON arpt, 38°21′08″N, 97°41′28″W.
**8 Apr 2010** Change RP 8 to RP 18 at MC PHERSON arpt, 38°21′08″N, 97°41′28″W.
**3 Jun 2010** No Major Changes.

**NAVAIDS**
**11 Feb 2010 – 8 Apr 2010** No Major Changes.
**3 Jun 2010** Change GAGE VOR to MITBEE VOR, 36°20′37″N, 99°52′48″W.
Change GAGE VOR INDENT from GAG to MMB, 36°20′37″N, 99°52′48″W.

**AIRSPACE**
**11 Feb 2010 – 3 Jun 2010** No Major Changes.

**SPECIAL USE AIRSPACE**
**11 Feb 2010 – 3 Jun 2010** No Major Changes.

**MILITARY TRAINING ROUTES**
**11 Feb 2010** No Major Changes.
**8 Apr 2010** IR-504 Revised.
**3 Jun 2010** No Major Changes.

**MISCELLANEOUS**
**11 Feb 2010** No Major Changes.
**8 Apr 2010** Change MEF $2^5$ to $2^6$ in quadrant 37°00′-37°30′N, 98°30′-99°00′W.
**3 Jun 2010** Change MEF $5^4$ to $6^2$ in quadrant 40°00′-40°30′N, 103°30′-104°00′W.

## SUPPLEMENTAL COMMUNICATION REFERENCE

Contained within this tabulation, and listed alphabetically by airport name, are all private–use airports charted on the U.S. IFR Enroute Low and High Altitude charts in the United States, having terminal approach and departure control facilities. Additionally, listed by country, are all Canadian and Mexican airports that appear on the U.S. IFR Enroute charts with approach and departure control services. All frequencies transmit and receive unless otherwise noted. Radials defining sectors are outbound from the facility.

### UNITED STATES

| FACILITY NAME | CHART & PANEL |
|---|---|
| **Frankfort, IL** (LL4Ø) | L–28H |
| Chicago App/Dep Con 133.1 285.6 | |
| **Glasgow Industrial, MT** (Ø7MT) | H–1E, 2F, L–13D |
| Salt Lake Center App/Dep Con 126.85 305.2 | |
| **USAF Academy Bullseye Aux Airstrip, CO** (CO9Ø) | L–10F |
| ASOS 118.325 | |
| **West Kentucky Airpark, KY** (5KY3) | L–16I |
| Memphis Center App/Dep Con 133.65 292.15 | |
| **William P Gwinn, FL** (Ø6FA) | H–8I, L–23C |
| Gwinn Tower 120.4 279.25 (Mon–Fri 1300–2100Z‡) | |
| Gnd Con 121.65 279.25 | |

### CANADA

| FACILITY NAME | CHART & PANEL |
|---|---|
| **Abbotsford, BC** (CYXX) | H–1B, L–12F |
| ATIS 119.8 (1500–0700Z‡) | |
| Victoria Trml App/Dep Con 132.7 (Avbl on ground) 290.8 | |
| Tower 119.4 (Inner) 121.0 (Outer) 295.0 (1500–0700Z‡) Gnd Con 121.8 | |
| MF 119.4 295.0 (0700–1500Z‡) (Shape irregular to 4500′) | |
| **Amos/Magny, QC** (CYEY) | H–11B |
| Montreal Center App/Dep Con 125.9 | |
| **Atikokan Muni, ON** (CYIB) | L–14I |
| MF 122.3 (5 NM to 4500′ No ground station) | |
| **Barrie–Orillia (Lake Simcoe Rgnl), ON** (CYLS) | H–11B, L–31D |
| AWOS 122.55 (Pvt) | |
| Toronto Center App/Dep Con 124.025 | |
| **Bar River, ON** (CPF2) | L–31C |
| Toronto Center App/Dep Con 132.65 | |
| **Bathurst, NB** (CZBF) | L–32J |
| Moncton Center App/Dep Con 134.25 | |
| **Boundary Bay, BC** (CZBB) | H–1B, L–1E |
| ATIS 125.5 (1500–0700Z‡) | |
| Vancouver App/Dep Con 132.3 363.8 | |
| Tower 118.1 (Inner) 127.6 (Outer) (1500–0700Z‡) Gnd Con 124.3 | |
| MF 118.1 (0700–1500Z‡ to 2000′. Vancouver Trml 125.2 above 2000′. Shape irregular to 2500′.) | |
| **Brampton, ON** (CNC3) | L–31D |
| Toronto Trml App/Dep Con 119.3 253.1 | |
| **Brandon Muni, MB** (CYBR) | H–2H |
| Winnipeg Center App/Dep Con 132.25 285.4 | |
| MF 122.1 (5 NM to 4000′) | |
| **Brantford, ON** (CYFD) | L–31D |
| Toronto Trml App/Dep Con 128.27 | |
| **Brockville–Thousand Islands Rgnl Tackaberry, ON** (CNL3) | L–32G |
| Montreal Center App/Dep Con 134.675 | |
| **Bromont, QC** (CZBM) | L–32G |
| Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM to 3400′) | |
| **Burlington Airpark, ON** (CZBA) | L–31D |
| Toronto Center App/Dep Con 119.3 253.1 | |
| **Castlegar/West Kootenay Rgnl, BC** (CYCG) | H–1C |
| Vancouver Center App/Dep Con 134.2 227.3 | |
| MF 122.1 (5 NM to 6500′) | |
| **Centralia/James T. Fld Muni, ON** (CYCE) | H–10G, 11B, L–31D |
| Toronto Center App/Dep Con 135.30 | |
| **Charlottetown, PE** (CYYG) | H–11E, L–32J |
| Moncton Center App/Dep Con 135.65 384.8 MF 118.0 (5 NM to 3200′) | |
| **Chatham–Kent, ON** (CNZ3) | H–10G, L–30G |
| Cleveland Center App/Dep Con 132.25 | |

| FACILITY NAME | CHART & PANEL |
|---|---|
| **Collingwood, ON** (CNY3) | H–11B, L–31D |
| Toronto Center App/Dep Con 124.02 | |
| **Cornwall Rgnl, ON** (CYCC) | L–32G |
| Boston Center App/Dep Con 135.25 377.1 | |
| **Cranbrook/Canadian Rockies Intl, BC** (CYXC) | H–1C |
| Vancouver Center App/Dep Con 133.6 MF 122.3 (5 NM to 6100′) | |
| **Debert, NS** (CCQ3) | H–11E, L–32J |
| Halifax Trml App/Dep Con 119.2 | |
| **Digby, NS** (CYID) | L–32J |
| Moncton Center App/Dep Con 123.9 | |
| **Downsview, ON** (CYZD) | H–11B, L–31E |
| Toronto Center App/Dep Con 133.4 | |
| MF 126.2 (1300–2300Z‡, 3 NM to 1700′) | |
| **Drummondville, QC** (CSC3) | L–32H |
| Montreal Center App/Dep Con 132.35 | |
| **Earlton (Timiskaming Rgnl), ON** (CYXR) | H–11B |
| MF 122.0 (5 NM to 3800′) | |
| AWOS 128.6 | |
| **Elliot Lake Muni, ON** (CYEL) | L–31C |
| Toronto Center App/Dep Con 135.4 | |
| **Fort Frances Muni, ON** (CYAG) | L–14H |
| Minneapolis Center App/Dep Con 120.9 | |
| **Fredericton Intl, NB** (CYFC) | H–11E, L–32I |
| ATIS 127.55 (1045–0245Z‡, OT AWOS) | |
| Moncton Center App/Dep Con 124.3 135.5 270.8 | |
| Tower 119.0 (1045–0245Z‡) Gnd Con 121.7 (1045–0245Z‡) | |
| MF 119.0 (0245–1045Z‡, 5 NM to 3500′) | |
| **Goderich, ON** (CYGD) | H–11B, L–31D |
| Toronto Center App/Dep 135.3 266.3 | |
| **Greenwood, NS** (CYZX) | H–11E, L–32J |
| ATIS 128.85 244.3 (1100–0000Z‡) | |
| App/Dep Con 120.6 335.9 Tower 119.5 126.2 236.6 324.3 | |
| Gnd Con 133.75 289.4 Clnc Del 128.025 283.9 | |
| **Grimsby Air Park, ON** (CNZ8) | L–31E |
| Toronto Trml App/Dep Con 128.27 268.75 Tower 125.0 308.475 | |
| **Halifax/Shearwater, NS** (CYAW) | H–11E, L–32J |
| ATIS 129.175 (Ltd hrs) | |
| App/Dep Con 119.2 Tower 119.0 126.2 340.2 360.2 (Ltd hrs) | |
| Gnd Con 121.7 250.1 | |
| **Halifax/Stanfield Intl, NS** (CYHZ) | H–11E, L–32J |
| ATIS 121.0 | |
| Moncton Center App/Dep Con 118.7 119.2 128.55 135.3 363.8 | |
| Tower 118.4 236.6 Gnd Con 121.9 275.8 Clnc Del 123.95 | |
| Apron Advisory 122.125 | |
| **Hamilton, ON** (CYHM) | H–10H, 11B, L–11B |
| ATIS 128.1 | |
| Toronto Trml App/Dep Con 128.27 268.75 Tower 119.7 125.0 | |
| Gnd Con 121.6 | |
| **Kingston, ON** (CYGK) | H–11C, L–31E, 32F |
| Montreal Center App/Dep Con 135.05 398.4 (0400–1115Z‡) | |
| MF 122.5 (1115–0400Z‡ 5 NM to 3300′) | |
| **Kitchener/Waterloo, ON** (CYKF) | H–11B, L–31D |
| ATIS 125.1 (1200–0400Z‡) | |
| Toronto Trml App/Dep Con 128.275 | |
| Waterloo Tower 126.0 118.55 (1200–0400Z‡) Gnd Con 121.8 | |
| MF 126.0 (0400–1200Z‡ 5 NM to 4000′) | |
| **Lachute, QC** (CSE4) | L–32G |
| Montreal Center App Con 124.65 132.85 268.3 | |
| Montreal Center Dep Con 132.85 268.3 | |
| **La Tuque, QC** (CYLQ) | H–11C |
| Montreal Center App/Dep Con 134.5 | |
| **Langley, BC** (CYNJ) | L–1E |
| ATIS 124.5 (1630–0230Z, DT 1530–0330Z) | |
| Victoria Trml 132.7 290.8 Tower 119.0 (1630–0230Z, DT 1530–0330Z) | |
| Gnd Con 121.9 MF 119.0 (0230–1630Z, DT 0330–1530Z 3 NM to 1900′) | |

| FACILITY NAME | CHART & PANEL |
|---|---|
| **Leamington, ON** (CLM2)<br>Cleveland Center App/Dep Con 132.45 | L–30F |
| **Lethbridge, AB** (CYQL)<br>ATIS 124.4 (1300–0545Z‡)<br>Edmonton Center App/Dep Con 132.75 265.2 MF 121.0 (5 NM to 6000′) | H–1D |
| **Lindsay, ON** (CNF4)<br>Toronto Center App/Dep 134.25 | L–31E, L–32F |
| **Liverpool/South Shore Rgnl, NS** (CYAU)<br>Moncton Center App/Dep Con 123.9 | L–32J |
| **London, ON** (CYXU)<br>ATIS 127.8 (1120–0345Z‡)<br>Toronto Center App/Dep 135.3 135.625<br>Tower 119.4 125.65 (1120–0345Z‡) Gnd Con 121.9<br>MF 119.4 (0345–1120Z‡ 5 NM to 3000′) | H–10G, 11B,<br>L–30G, 31D |
| **Manitowaning/Manitoulin East Muni, ON** (CYEM)<br>Toronto Center App/Dep 135.4 260.9 | L–31C |
| **Maniwaki, QC** (CYMW)<br>Montreal Center App/Dep Con 126.57 | L–32G |
| **Mascouche, QC** (CSK3)<br>MF 122.35 (5 NM to 2500′. No gnd station. Excluding the portion S of the<br>N shore of Riviere des Milles–Iles and 1 NM around Lac Agile Mascouche arpt.) | L–32G |
| **Medicine Hat, AB** (CYXH)<br>AWOS 124.875 (0345–1245Z‡)<br>MF 122.2 (1245–0345Z‡ 5 NM to 5400′) | H–1D |
| **Midland/Huronia, ON** (CYEE)<br>Toronto Center App/Dep 124.025 | L–31D |
| **Miramichi, NB** (CYCH)<br>Moncton Center App/Dep Con 123.7 | H–11E, L–32J |
| **Moncton/Greater Moncton Intl, NB** (CYQM)<br>ATIS 128.65<br>App/Dep 124.4 Tower 120.8 236.6 Gnd Con 121.8 275.8<br>Apron Advisory 122.075 | H–11E, L–32J |
| **Mont–Laurier, QC** (CSD4)<br>Montreal Center App/Dep Con 126.57 | L–32G |
| **Montreal Intl (Mirabel), QC** (CYMX)<br>ATIS 125.7<br>Montreal Center App Con 124.65 132.85 268.3<br>Montreal Dep Con 132.85 268.3<br>MF 119.1 (7 NM shape irregular to 2000′) VFR Advisory 134.15 | H–11C, 12K, L–32G |
| **Montreal/Pierre Elliott Trudeau Intl, QC** (CYUL)<br>ATIS 133.7<br>Montreal Trml App Con 118.9 124.65 126.9 132.85 268.3<br>Tower 119.9 267.1 Gnd Con 121.9 275.8 Clnc Del 125.6 Apron 122.075<br>Montreal Trml Dep Con 118.9 (SE–S–SW) 124.65 268.3 (W–NW–NE)<br>VFR Advisory 134.15 | H–11C, 12K, L–32G |
| **Montreal/St–Hubert, QC** (CYHU)<br>ATIS 124.9 (Apr–Oct 1045–0500Z‡, Nov–Mar 1045–0400Z) AWOS 124.9<br>Montreal Center App/Dep Con 125.15 268.3<br>St. Hubert Tower 118.4 (Apr–Oct 1045–0500Z‡, Nov–Mar 1045–0400Z)<br>Gnd Con 126.4 MF 118.4 (Apr–Oct 0500–1045Z‡, Nov–Mar<br>0400–1045Z 5 NM shape irregular to 2500′) VFR Advisory 134.15 | H–11C, L–32G |
| **Muskoka, ON** (CYQA)<br>AWOS 124.575<br>MF 122.3 (5 NM to 3900′) | H–11B, L–31D |
| **Nanaimo, BC** (CYCD)<br>Victoria Trml App/Dep 120.8 133.95 252.3 MF 122.1 1330–0530Z‡ (5 NM to 2500′) | H–1B, L–1E |
| **North Bay, ON** (CYYB)<br>ATIS 124.9 (1130–0330Z‡)<br>Toronto Center App/Dep 121.225 127.25<br>MF 118.3 (1130–0330Z‡ 7 NM to 5000′) | H–11B, L31D |
| **Oshawa, ON** (CYOO)<br>ATIS 125.675 (1130–0330Z‡)<br>Toronto Trml App/Dep Con 133.4<br>Tower 120.1 (1130–0330Z‡) Gnd Con 118.4<br>MF 120.1 (0330–1130Z‡ 5 NM to 3000′) | L–31E |

| FACILITY NAME | CHART & PANEL |
|---|---|
| **Ottawa/Carp, ON** (CYRP)<br>ATIS 121.15<br>Ottawa Trml App/Dep Con 128.175 252.5 | L–31E, 32F |
| **Ottawa/Gatineau, QC** (CYND)<br>Ottawa Trml App/Dep Con 127.7 128.175<br>MF 122.3 (5 NM shape irregular to 2500′)<br>VFR Advisory Ottawa Trml 127.7 | H–11C, L–32G |
| **Ottawa/MacDonald–Cartier Intl, ON** (CYOW)<br>ATIS 121.15<br>Ottawa App Con 135.15 Tower 118.8 (VFR South) 120.1 (VFR North) 118.8 341.3<br>Gnd Con 121.9 Clnc Del 119.4<br>Ottawa Dep Con 128.175 | L–11C |
| **Owen Sound/Billy Bishop Rgnl, ON** (CYOS)<br>Toronto Center App/Dep 132.575 290.6 | L–31D |
| **Pelee Island, ON** (CYPT)<br>Cleveland Center App/Dep Con 126.35 360.0 | L–30F |
| **Pembroke, ON** (CYTA)<br>Montreal Center App/Dep Con 135.2<br>Petawawa Advisory 126.4 250.1 (Mon–Fri 1300–2130Z‡, OT PPR) | H–11C, L–31E, 32F |
| **Penticton, BC** (CYYF)<br>Vancouver Center App/Dep Con 133.5 351.3 MF 118.5 (5 NM to 4100′) | H–1B |
| **Peterborough, ON** (CYPQ)<br>AWOS 126.925<br>Toronto Center App/Dep 134.25 | H–11B, L–31E, 32F |
| **Pincher Creek, AB** (CZPC)<br>Edmonton Center App/Dep Con 132.75 265.2 | H–1D |
| **Pitt Meadows, BC** (CYPK)<br>ATIS 125.0 (1500–0700Z‡)<br>Vancouver Center App Con 128.6 352.7 (Outer)<br>Pitt Tower 126.3 (1500–0700Z‡) Gnd Con 123.8<br>Vancouver Center Dep Con 132.3 363.8 (South)<br>MF 126.3 (0700–1500Z‡) (3NM to 2500′) | L–1E |
| **Quebec/Jean Lesage Intl, QC** (CYQB)<br>ATIS 134.6<br>Montreal Center App/Dep Con 124.0 127.85 135.025 270.9 322.8<br>Tower 118.65 236.6<br>Gnd Con 121.9 250.0 | H–11D, L–32H |
| **Riviere Du Loup, QC** (CYRI)<br>AWOS 122.025 (Pvt)<br>Montreal Center App/Dep Con 125.1 299.6 | H–11D |
| **Rouyn Noranda, QC** (CYUY)<br>Montreal Center App/Dep Con 125.9<br>MF 122.2 (5 NM to 4000′) | H–11B |
| **Saint John, NB** (CYSJ)<br>Moncton Center App/Dep Con 124.3 135.5 270.8 MF 118.5 (5 NM to 3400′) | H–11E, L–32J |
| **Sarnia (Chris Hadfield), ON** (CYZR)<br>AWOS 119.125<br>Toronto Center 134.375 | H–10G, 11B, L–30F |
| **Sault Ste Marie, ON** (CYAM)<br>ATIS 133.05 (1300–0100Z‡)<br>Toronto Center App/Dep Con 132.65 344.5<br>Tower 118.8 (1300–0100Z‡) Gnd Con 121.7<br>MF 118.8 (0100–1300Z‡ 5 NM irregular shape to 3000′) | H–2K, L–31B |
| **Sherbrooke, QC** (CYAM)<br>AWOS 126.25<br>Montreal Center App/Dep Con 132.55 MF 123.5 (Ltd hrs 5 NM to 3800′) | H–11D, L–32H |
| **South Renfrew Muni, ON** (CNP3)<br>Montreal Center App/Dep 124.275 | L–31E, 32F |
| **Southport, MB** (CYPG)<br>ATIS 120.85 (Mon–Fri 1400–2300Z‡ except holidays)<br>Tower 126.2 384.2 (Mon–Fri 1400–2300Z‡ except holidays)<br>Gnd Con 121.7 275.8 | H–2H |

| FACILITY NAME | CHART & PANEL |
|---|---|
| **Springwater Barrie Airpark, ON** (CNA3)<br>Toronto Center App/Dep Con 124.025 | L–31D |
| **St. Catherines/Niagara District, ON** (CYSN)<br>ATIS 128.525 (1215–0200Z‡)<br>Toronto Trml App/Dep Con 133.4 253.1<br>MF 123.25 (1215–0200Z‡ 5 NM to 3300′) | H–10H, 11B, L–31E |
| **St. Frederic, QC** (CSZ4)<br>Montreal Center App/Dep Con 135.025 270.9 | L–32H |
| **St. Georges, QC** (CYSG)<br>Montreal Center App/Dep Con 132.35<br>MF 122.15 (5 NM 3900′ ASL) | H–32H, L–11D |
| **St. Jean, QC** (CYJN)<br>Montreal Center App/Dep Con 125.15 268.3<br>Tower 118.2 (Apr–Oct 1230–0230Z‡ Nov–Mar 1300–0200Z‡)<br>Gnd Con 121.7 | L–32G |
| **Sudbury, ON** (CYSB)<br>ATIS 127.4<br>Toronto Center App/Dep Con 135.5<br>MF 125.5 (7 NM to 4000′) | H–31B, 10G, L–31D |
| **Summerside, PE** (CYSU)<br>AWOS 122.55 (Pvt)<br>Moncton Center App/Dep Con 124.4 384.8 | H–11E, L–32J |
| **Thunder Bay, ON** (CYQT)<br>ATIS 128.8 (1100–0400Z‡)<br>Winnipeg Center App/Dep Con 132.125 (0400–1100Z‡)<br>Tower 118.1 (1100–0400Z‡) Gnd Con 121.9<br>App/Dep 119.2 MF 118.1 (0400–1100Z‡ 5 NM to 4000′) | H–2J, L–14J |
| **Timmins/Victor M. Power, ON** (CYTS)<br>ATIS 124.95 (1000–0500Z‡)<br>Toronto Center App/Dep Con 128.3 MF 122.3 (5 NM to 4000′) | H–11B |
| **Toronto/Buttonville Muni, ON** (CYKZ)<br>ATIS 127.1 (1200–0400Z‡)<br>Toronto Trml App/Dep Con 133.4<br>Tower 124.8 119.9 (1200–0400Z‡) Gnd Con 121.8<br>MF 124.8 (0400–1200Z‡ No gnd station. 5 NM shape irregular to below 2500′) | L–31E |
| **Toronto/Billy Bishop Toronto City Airport, ON** (CYTZ)<br>ATIS 133.6 (1130–0400Z‡)<br>App/Dep Con 133.4<br>Tower 118.2 119.2 (1130–0400Z‡) Gnd Con 121.7 | L–31E |
| **Toronto/Lester B Pearson Intl, ON** (CYYZ)<br>ATIS 120.825<br>App Con 124.475 125.4 132.8 Dep Con 127.575 128.8<br>Tower 118.35 118.7 Gnd Con 118.0 119.1 121.65 121.9<br>Clnc Del 121.3 (1200–0400Z‡) | H–11B, L–31D |
| **Trenton, ON** (CYTR)<br>ATIS 135.45 257.7<br>App/Dep Con 128.4 324.3 Tower 128.7 236.6 Gnd Con 121.9 275.8<br>Clnc Del 124.35 286.4 | H–11C, L–31E, 32F |
| **Trenton/Mountain View, ON** (CPZ3)<br>Trenton Mil Advisory 268.0 | H–11C, L–31E, 32F |
| **Trois–Rivieres, QC** (CYRQ)<br>Montreal Center App/Dep Con 128.225 229.2<br>MF 123.0 (5 NM to 3200′) | H–11C, L–32H |
| **Val–D'or, QC** (CYVO)<br>Montreal Center App/Dep Con 125.9 308.3<br>MF 118.5 (1030–0325Z‡ 5 NM to 4000′) | H–11B |
| **Vancouver Intl, BC** (CYVR)<br>ATIS 124.6 124.75<br>App Con 128.6 128.17 352.7 (Outer) 133.1 134.225 352.7 (Inner)<br>Dep Con 126.125 (north) 132.3 (south) 363.8<br>Tower 118.7 (south) 119.55 (north) VFR 124.0 125.65 226.5 236.6<br>Gnd Con 121.7 (south) 127.15 (north) 275.8 Clnc Del 121.4 | H–1B, L–1E |

| FACILITY NAME | CHART & PANEL |
|---|---|
| **Victoria Intl, BC** (CYYJ)<br>ATIS 118.8 (1400–0800Z‡)<br>App Con 125.95 308.4 Dep Con 133.85 308.4<br>Tower 119.1 (Outer) 119.7 (Inner) 239.6<br>Gnd Con 121.9 361.4 (1400–0800Z‡ OT ctc Kamloops 119.7)<br>Clnc Del 126.4 (1400–0800Z‡) | H–1B, L–1E |
| **Victoriaville, QC** (CSR3)<br>Montreal Center App Con 132.35 | L–32H |
| **Waterville/Kings Co Muni, NS** (CCW3)<br>Greenwood Trml App/Dep Con 120.6 335.9<br>Greenwood Tower 119.5 324.3 | L–32J |
| **Wiarton, ON** (CYVV)<br>Toronto Center App/Dep Con 132.575<br>MF 122.2 (5 NM to 3700′) | H–11B, L–31D |
| **Windsor, ON** (CYQG)<br>ATIS 134.5 (1130–0330Z‡)<br>Detroit App/Dep Con 126.85 127.5 134.3 348.3 363.2<br>Tower 124.7 (1130–0330Z‡) Gnd Con 121.7<br>MF 124.7 (0330–1130Z‡ 6 NM irregular shape to below 3000′)<br>VFR Advisory Detroit App Con 134.3 | H–10G, L–8J |
| **Yarmouth, NS** (CYQI)<br>Moncton Center App/Dep Con 123.9 368.5 MF 123.0 (5 NM to 3100′) | H–11E, L–32I |

## MEXICO

| FACILITY NAME | CHART & PANEL |
|---|---|
| **Abraham Gonzalez Intl** (MMCS)<br>Juarez App Con 119.9 Juarez Tower 118.9 | H–4K, L–6F |
| **Del Norte Intl** (MMAN)<br>ATIS 127.55 (1300–0300Z‡)<br>Monterrey App 119.75 120.4 Tower 118.6 | H–7B, L–20G |
| **Durango Intl** (MMDO)<br>ATIS 132.1<br>Tower 118.1 Durango Info 122.3 | H–7A |
| **General Abelardo L Rodriguez Intl** (MMTJ)<br>ATIS 127.9<br>Tijuana App Con 119.5 120.3 Tijuana Tower 118.1 Clnc Del 122.35<br>Tijuana Info 132.1 | H–4H, L–4H |
| **General Lucio Blanco Intl** (MMRX)<br>Reynosa App Con 118.8 Reynosa Tower 118.8 | H–7B, L–20H |
| **General Mariano Escobedo Intl** (MMMY)<br>ATIS 127.7<br>Monterrey App Con 119.75 120.4 Monterrey Tower 118.1 Gnd Con 121.9 | H–7B, L–20G |
| **General R Fierro Villalobos Intl** (MMCU)<br>ATIS 127.9<br>Chihuahua App Con 121.0 Chihuahua Tower 118.4 | L–6I |
| **General Rodolfo Sanchez Taboada Intl** (MMML)<br>ATIS 127.6<br>Mexicali App Con 118.2 Mexicali Tower 118.2 Mexicali Info 123.9 122.3 | H–4H, L–4J, 5A |
| **General Servando Canales Intl** (MMMA)<br>Matamoros App Con 118.0 Matamoros Tower 118.0 | H–7C, L–21A |
| **Plan De Guadalupe Intl** (MMIO)<br>Saltillo App Con 127.4 Saltillo Tower 118.4 | H–7B |
| **Quetzalcoatl Intl** (MMNL)<br>Nuevo Laredo App Con 118.3 Nuevo Laredo Tower 118.3 | H–7B, L–20G |
| **Torreon Intl** (MMTC)<br>App Con 119.6 Tower 118.5 | H–7A |

In support of the Federal Aviation Administration's Runway Incursion Program, selected towered airport diagrams have been published in the Airport Diagram section of the A/FD. Diagrams will be listed alphabetically by associated city and airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in ground taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedures Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.

NOTE: Some text data published under the individual airport in the front portion of the A/FD may be more current than the data published on the Airport Diagrams. The airport diagrams are updated only when significant changes occur.

## GENERAL INFORMATION

### PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., (A1), (V), (✿)
2. Approach lighting systems that do not bear a system identification are indicated with a negative "(L)" beside the name.

A star (★) indicates non-standard PCL, consult the individual airport in the front portion of the A/FD, e.g., (L★)

To activate lights use frequency indicated in the communication section of the chart with a (L) or the appropriate lighting system identification e.g., UNICOM 122.8 (L), (A1), (V)

| KEY MIKE | FUNCTION |
|---|---|
| 7 times within 5 seconds | Highest intensity available |
| 5 times within 5 seconds | Medium or lower intensity (Lower REIL or REIL-off) |
| 3 times within 5 seconds | Lowest intensity available (Lower REIL or REIL-off) |

### CHART CURRENCY INFORMATION

FAA procedure amendment number — Amdt 11A 99365 / Orig 00365 — Date of latest change

The Chart Date indentifies the Julian date the chart was added to the volume or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest addition or change was first published.

The Procedure Amendment Number precedes the Chart Date, and changes any time instrument information (e.g., DH, MDA, approach routing, etc.) changes. Procedure changes also cause the Chart Date to change.

### MISCELLANEOUS

★ Indicates a non-continuously operating facility, see the individual airport in the front portion of the A/FD.

\# Indicates control tower temporarily closed UFN.

10042
# LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

## AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface | Other Than Hard Surface | Stopways,Taxiways, Parking Areas, Water Runways | Displaced Threshold

Closed Runway | Closed Taxiway | Under Construction | Metal Surface

ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM

REFERENCE FEATURES

Buildings
Tanks
Obstructions
Airport Beacon #
Runway
Radar Reflectors
Control Tower #
Hot Spot

# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A D symbol is shown to indicate runway declared distance information available, see appropriate A/FD, Alaska or Pacific Supplement for distance information.

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures

landing point

Runway Threshold elevation.....THRE 123
Runway TDZ elevation.....TDZE 123
Runway Slope.....0.3% DOWN / 0.8% UP
(shown when runway slope is greater than or equal to 0.3%)

NOTE:
Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

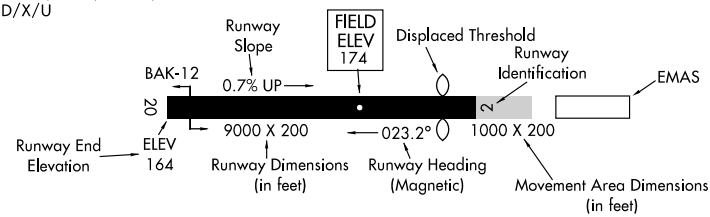
Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

NOTE:
All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FLIP. (Foreign Only)

Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression.
Refer to the appropriate Supplement/Directory for applicable codes e.g.,
RWY 14-32 S75, T185, ST175, TT325
PCN 80 F/D/X/U




SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations and provide information for updating Computer Based Navigation Systems (I.E., INS, GPS) aboard aircraft. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

## HOT SPOTS

An ''Airport surface hot spot'' is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

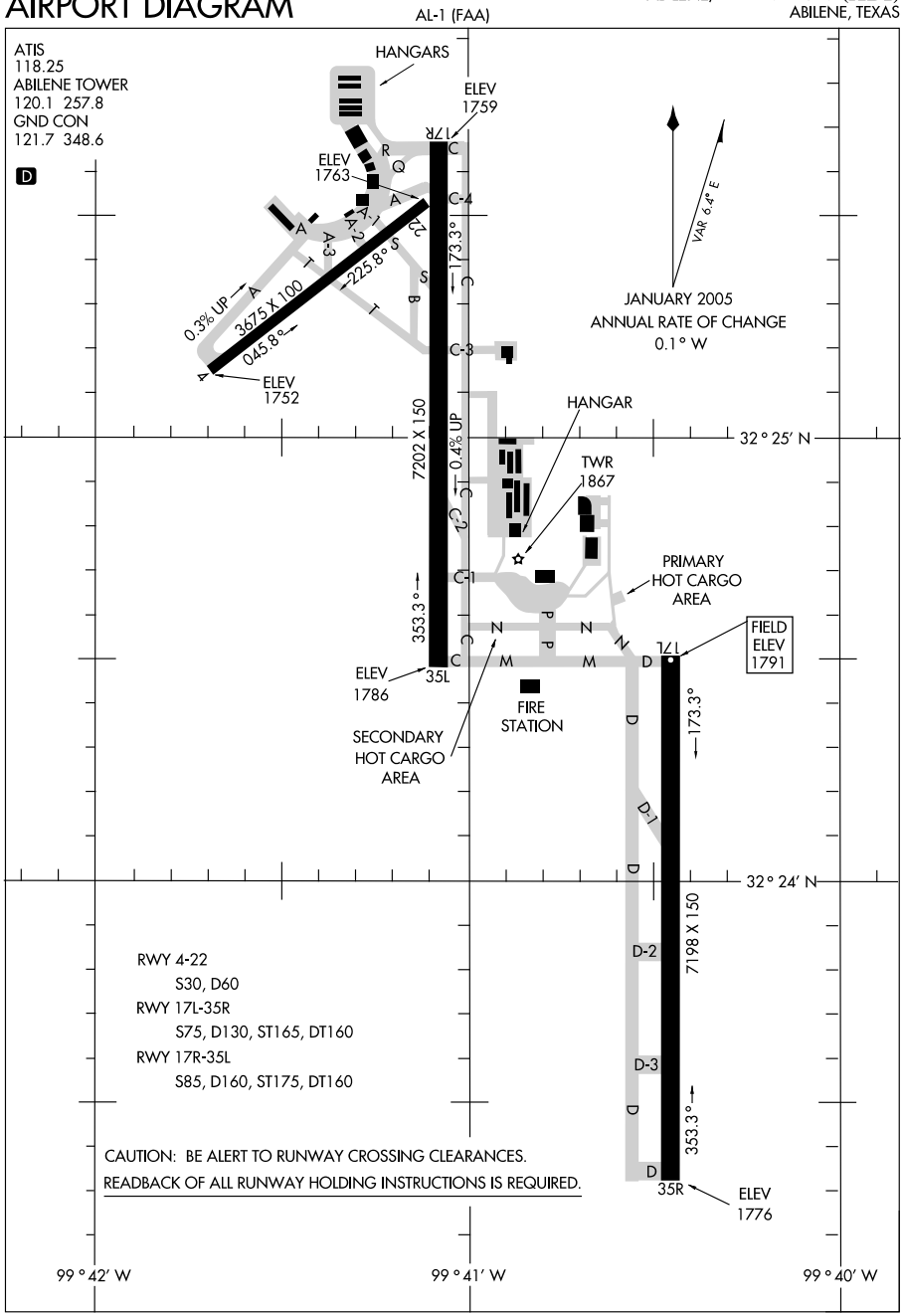
A ''hot spot'' is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as ''HOT[1]'', ''HOT[2]'', etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

| CITY/AIRPORT | HOT SPOT | DESCRIPTION |
|---|---|---|
| | | **TEXAS** |
| DALLAS | | |
| ADDISON (ADS) | HOT[1] | Twy K and Rwy 15–33. Holding Position Markings have been moved back to the edge of Twy A. |
| | HOT[2] | Twy J and Rwy 15–33. Holding Position Markings have been moved back to the edge of Twy A. |
| | HOT[3] | Twy H and Rwy 15–33. Holding Position Markings have been moved back to the edge of Twy A. |
| | HOT[4] | Twy G and Rwy 15–33. Holding Position Markings have been moved back to the edge of Twy A. |
| | HOT[5] | Twy F and Rwy 15–33. Holding Position Markings have been moved back to the edge of Twy A. |
| | HOT[6] | Twy E and Rwy 15–33. Holding Position Markings have been moved back to the edge of Twy A. |
| | HOT[7] | Twy D and Rwy 15–33. Holding Position Markings have been moved back to the edge of Twy A. |
| | HOT[8] | Twy C and Rwy 15–33. Holding Position Markings have been moved back to the edge of Twy A. |
| | HOT[9] | Twy A and Rwy End 33. Holding Position Markings have been moved back to the edge of Twy A prior to turn off parallel twy. |
| MIDLAND | | |
| MIDLAND INTL (MAF) | HOT[1] | Twy B and Twy P merge. |
| | HOT[2] | Area not visible from tower. Limited air traffic services provided. |
| | HOT[3] | Area not visible from tower. Limited air traffic services provided. |

09183

# AIRPORT DIAGRAM

ABILENE/ABILENE RGNL (ABI)
ABILENE, TEXAS




AIRPORT DIAGRAM
09183

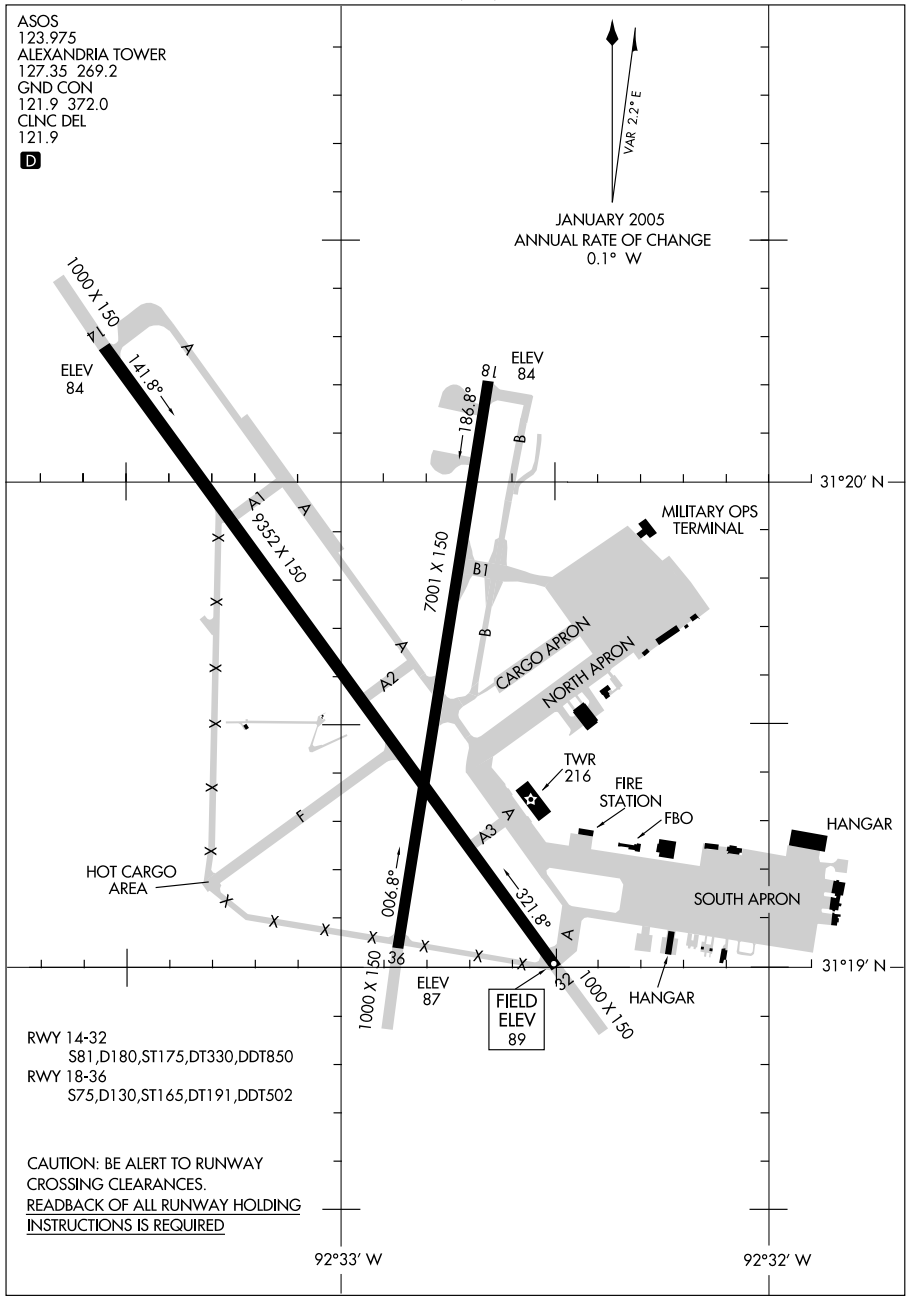
ABILENE, TEXAS
ABILENE/ABILENE RGNL (ABI)

09183

# AIRPORT DIAGRAM

AL-13 (FAA)

ALEXANDRIA INTL (AEX)
ALEXANDRIA, LOUISIANA




AIRPORT DIAGRAM
09183

ALEXANDRIA, LOUISIANA
ALEXANDRIA INTL (AEX)

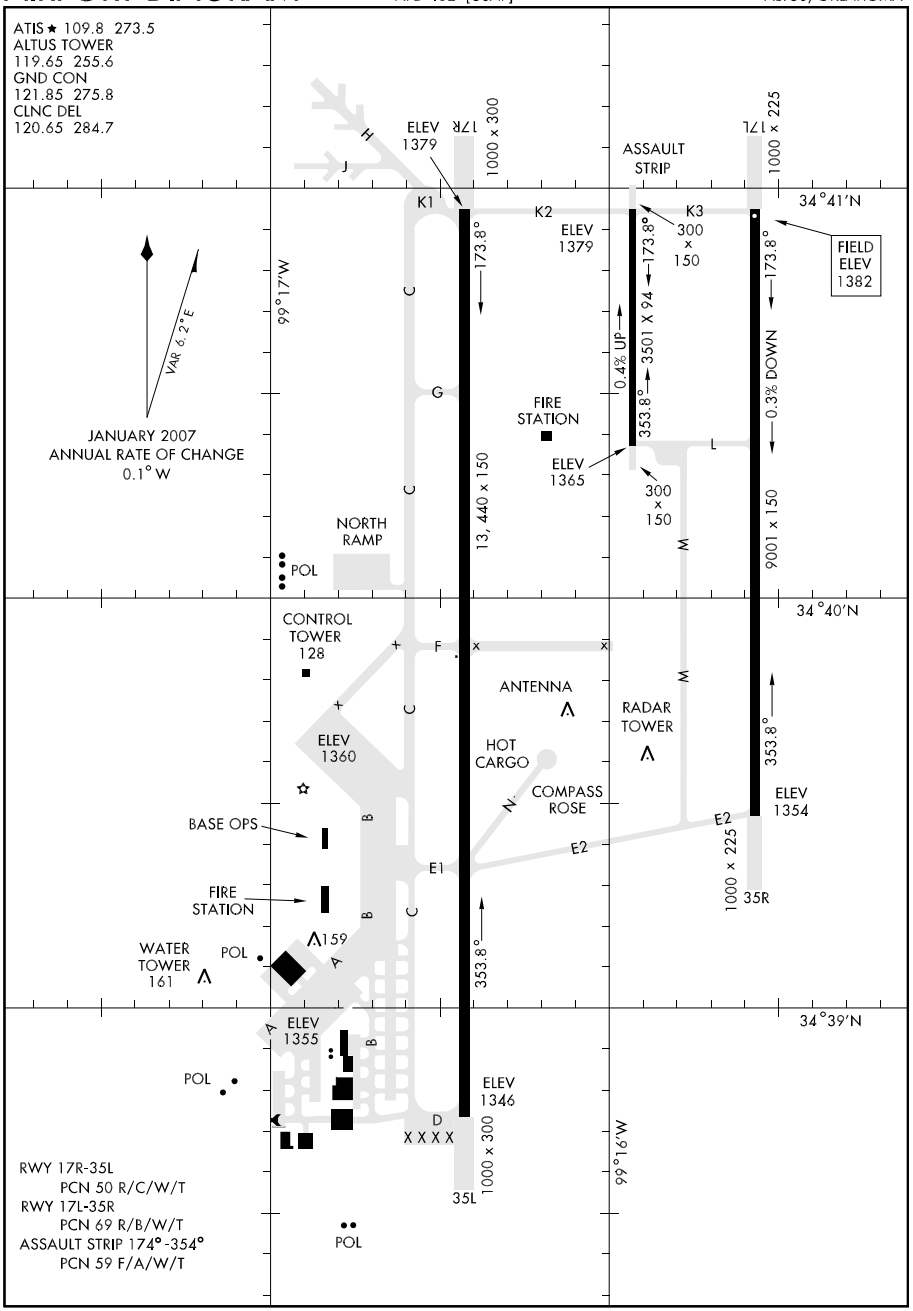
07298

# AIRPORT DIAGRAM

ALTUS AFB (KLTS)

AFD-482 [USAF]

ALTUS, OKLAHOMA




# AIRPORT DIAGRAM

WGS DATUM

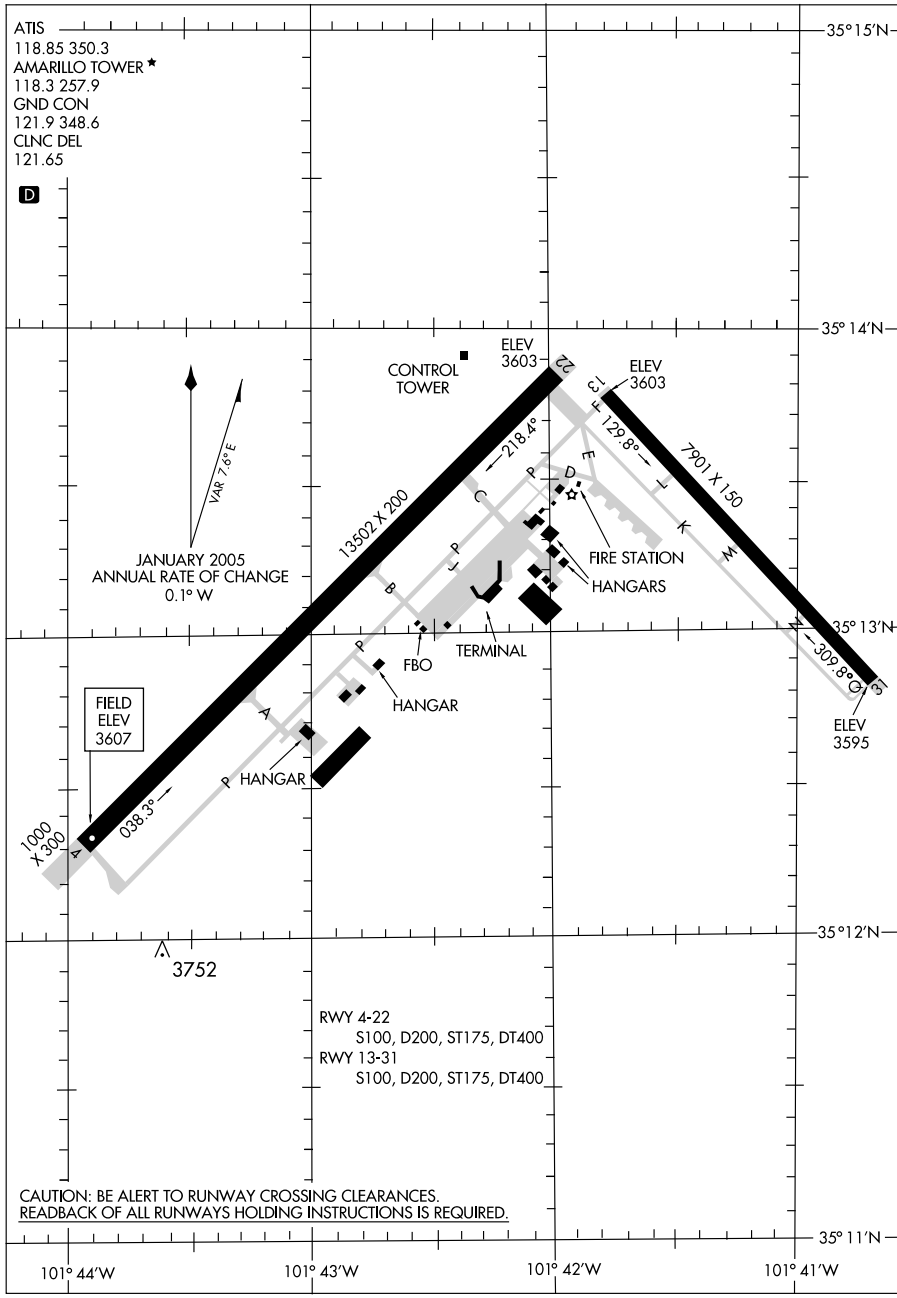
ALTUS, OKLAHOMA

ALTUS AFB (KLTS)

09183

# AIRPORT DIAGRAM

AMARILLO/RICK HUSBAND AMARILLO INTL (AMA)
AL-19 (FAA)
AMARILLO, TEXAS




# AIRPORT DIAGRAM

09183

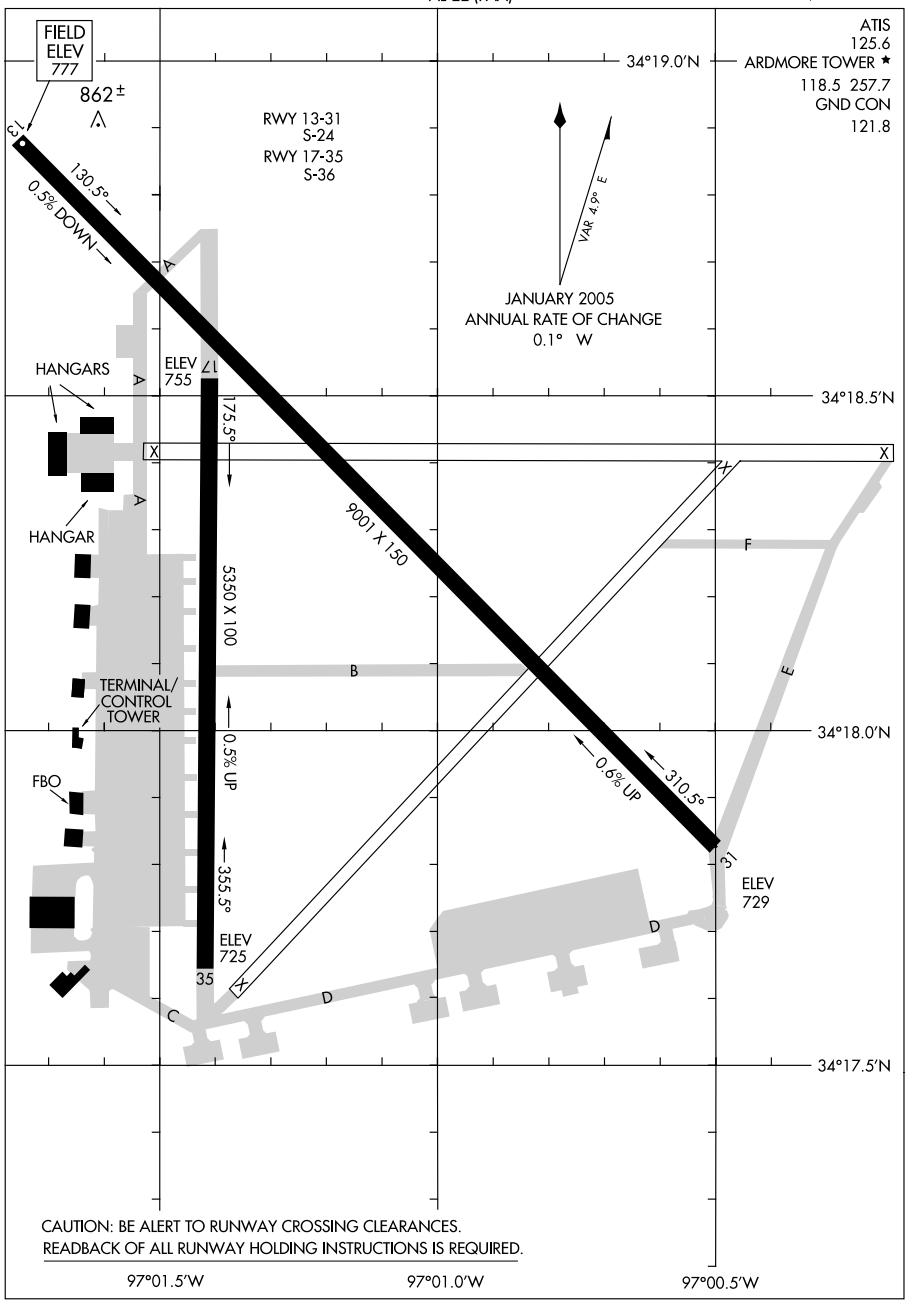
AMARILLO, TEXAS
AMARILLO/RICK HUSBAND AMARILLO INTL (AMA)

09351

# AIRPORT DIAGRAM

ARDMORE MUNI (ADM)
ARDMORE, OKLAHOMA

AL-22 (FAA)




# AIRPORT DIAGRAM

09351

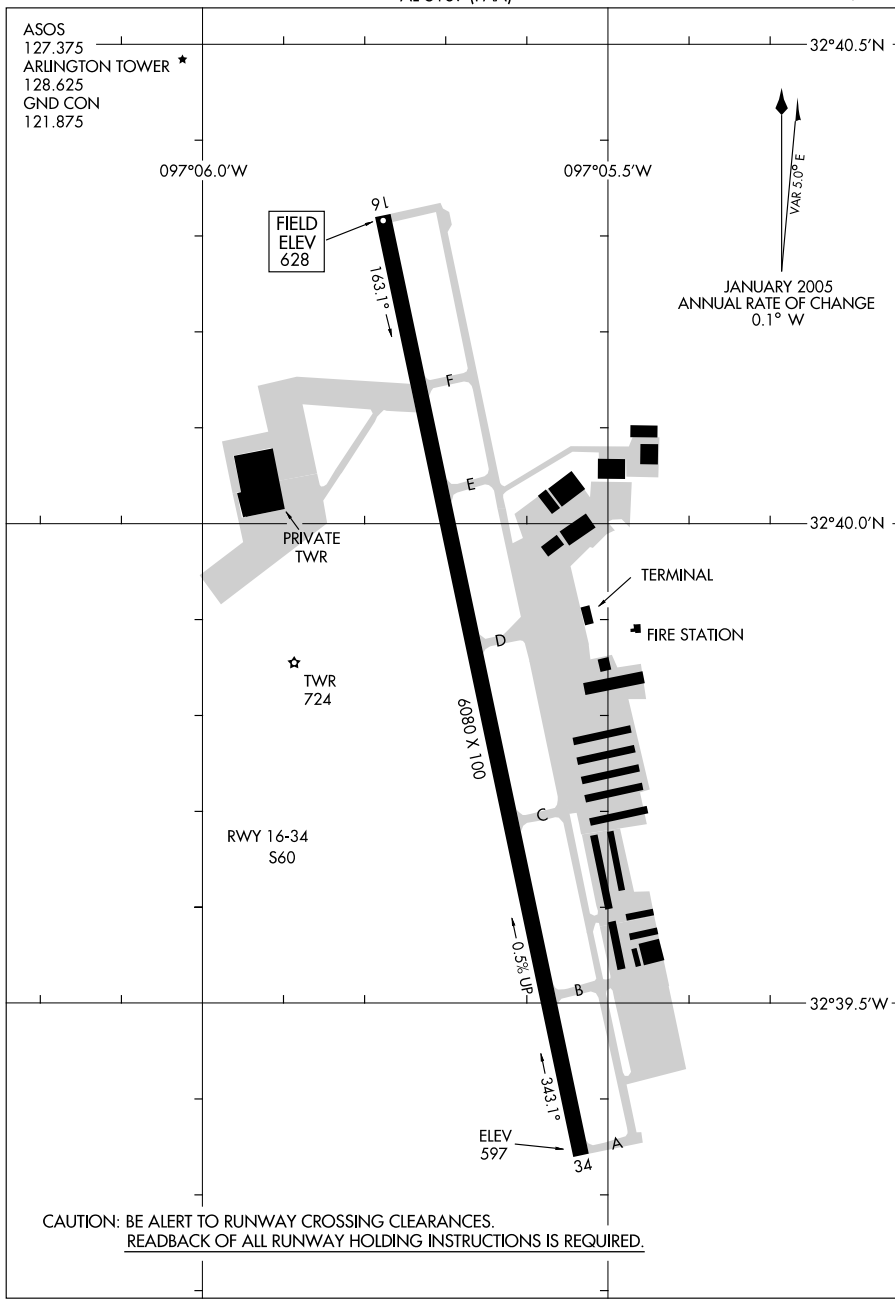
ARDMORE, OKLAHOMA
ARDMORE MUNI (ADM)

09239

# AIRPORT DIAGRAM

AL-5189 (FAA)

ARLINGTON MUNI (GKY)
ARLINGTON, TEXAS




# AIRPORT DIAGRAM

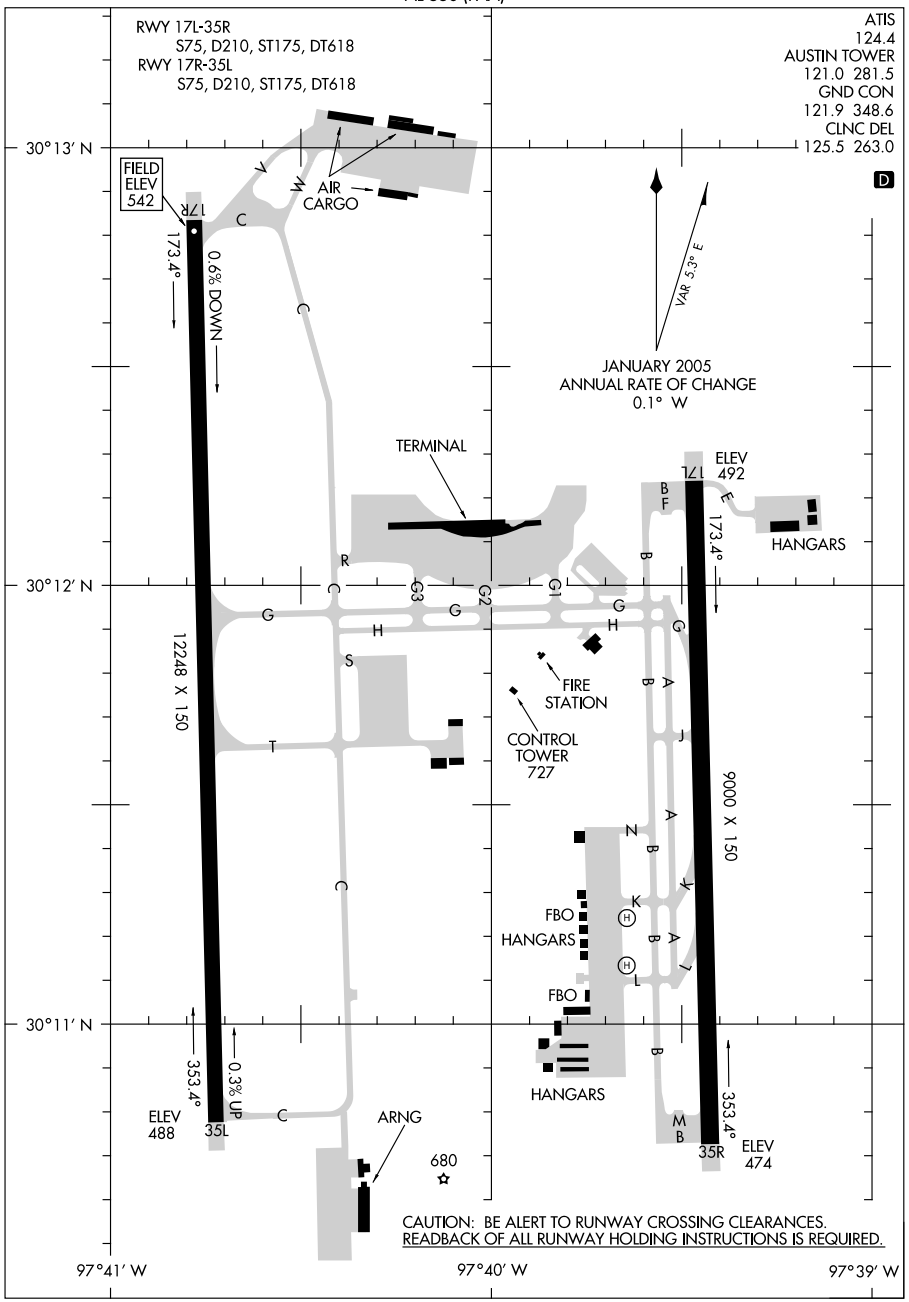
09239

ARLINGTON, TEXAS
ARLINGTON MUNI (GKY)

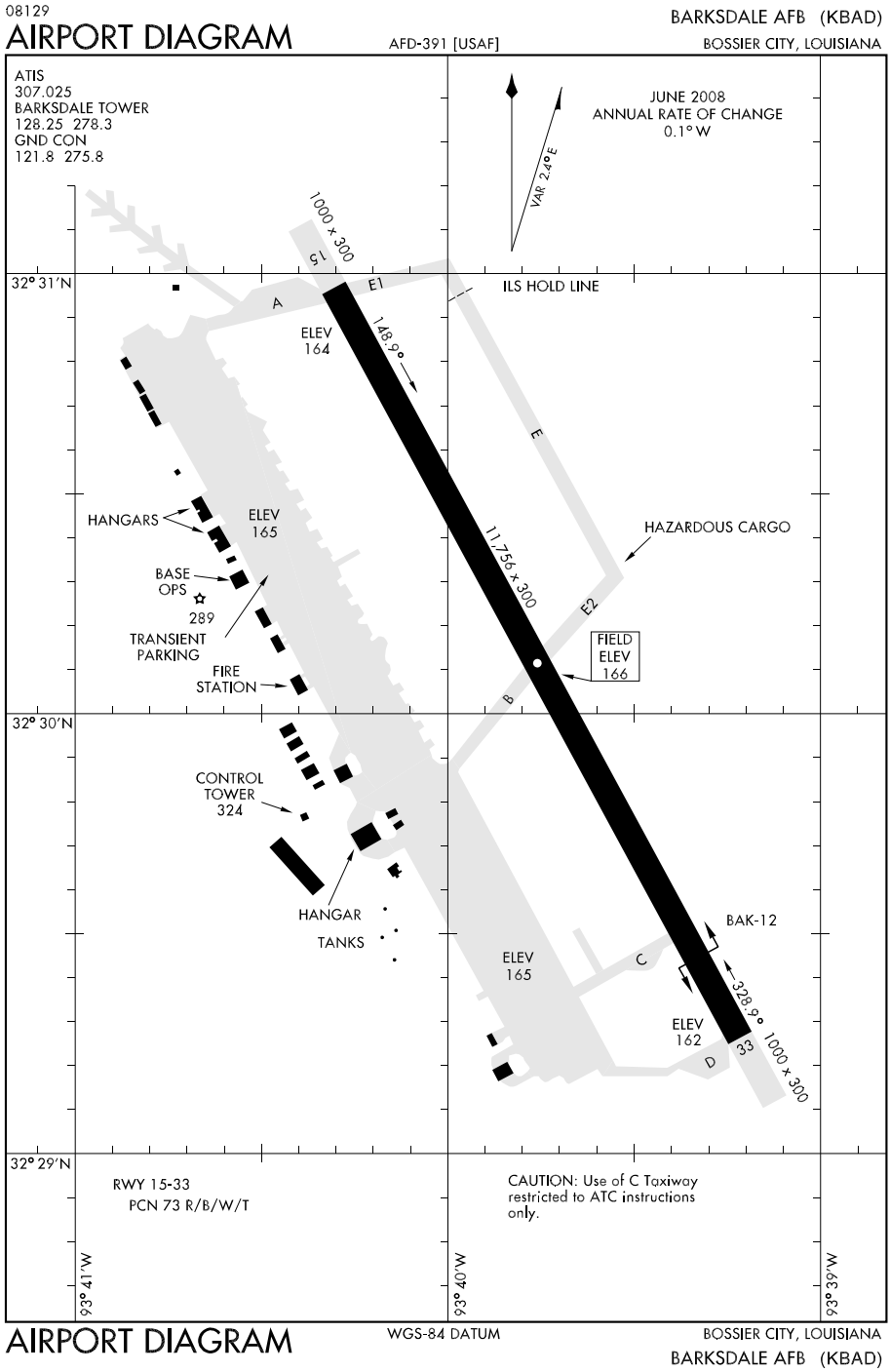
09295

# AIRPORT DIAGRAM

AUSTIN-BERGSTROM INTL (AUS)
AUSTIN, TEXAS



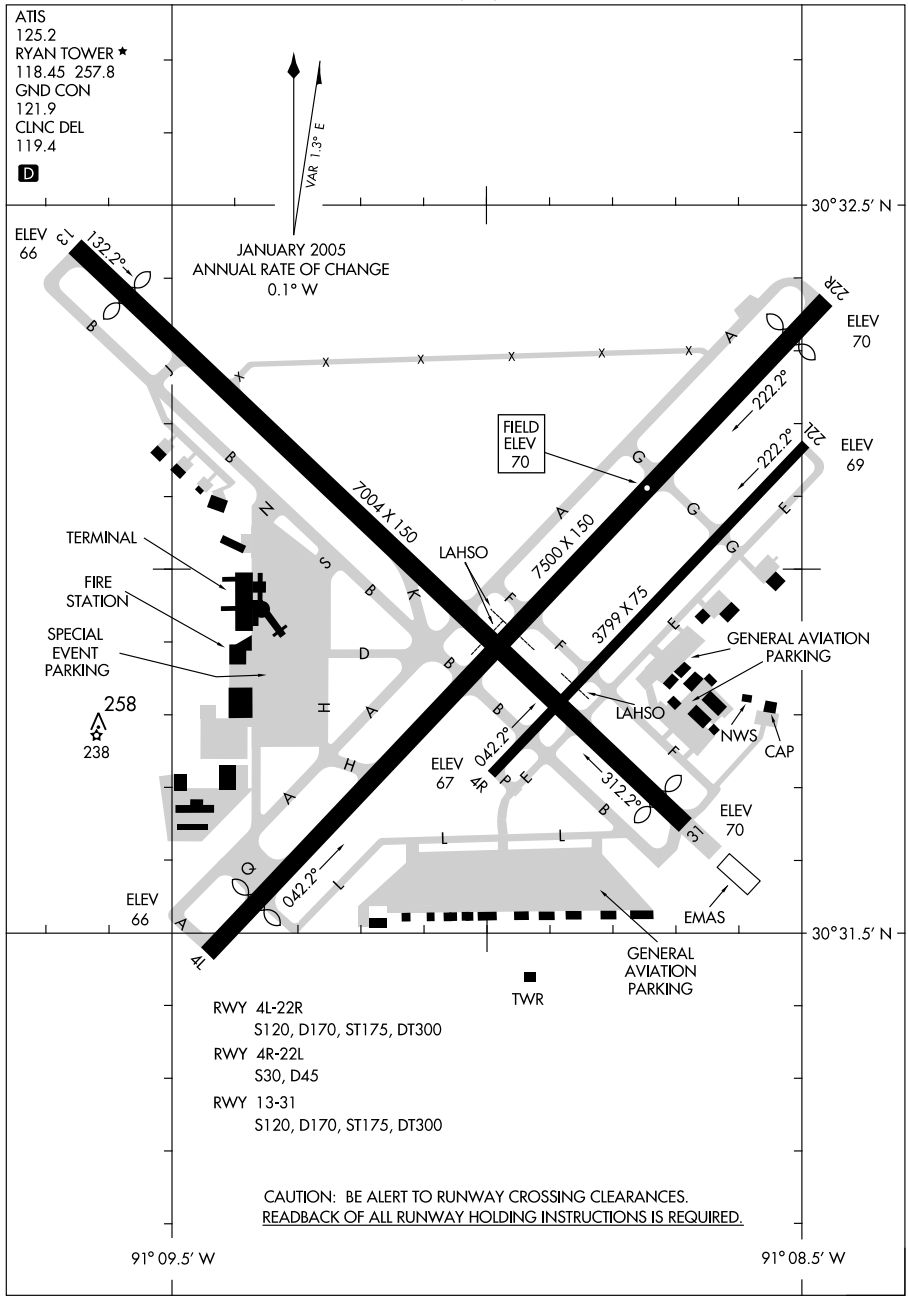

AIRPORT DIAGRAM
09295
AUSTIN, TEXAS
AUSTIN-BERGSTROM INTL (AUS)


08129
AIRPORT DIAGRAM
AFD-391 [USAF]
BARKSDALE AFB (KBAD)
BOSSIER CITY, LOUISIANA
ATIS
307.025
BARKSDALE TOWER
128.25 278.3
GND CON
121.8 275.8
JUNE 2008
ANNUAL RATE OF CHANGE
0.1° W
VAR 2.4°E
1000 x 300
15
32° 31'N
A
E1
ELEV
164
148.9°
ILS HOLD LINE
E
HANGARS
ELEV
165
HAZARDOUS CARGO
11,756 x 300
BASE
OPS
289
TRANSIENT
PARKING
FIRE
STATION
E2
FIELD
ELEV
166
B
32° 30'N
CONTROL
TOWER
324
HANGAR
TANKS
BAK-12
ELEV
165
C
328.9°
1000 x 300
ELEV
162
33
D
32° 29'N
RWY 15-33
PCN 73 R/B/W/T
CAUTION: Use of C Taxiway
restricted to ATC instructions
only.
93° 41'W
93° 40'W
93° 39'W
AIRPORT DIAGRAM
WGS-84 DATUM
BOSSIER CITY, LOUISIANA
BARKSDALE AFB (KBAD)

10042

# AIRPORT DIAGRAM

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)
BATON ROUGE, LOUISIANA
AL-40 (FAA)




AIRPORT DIAGRAM
10042
BATON ROUGE, LOUISIANA
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

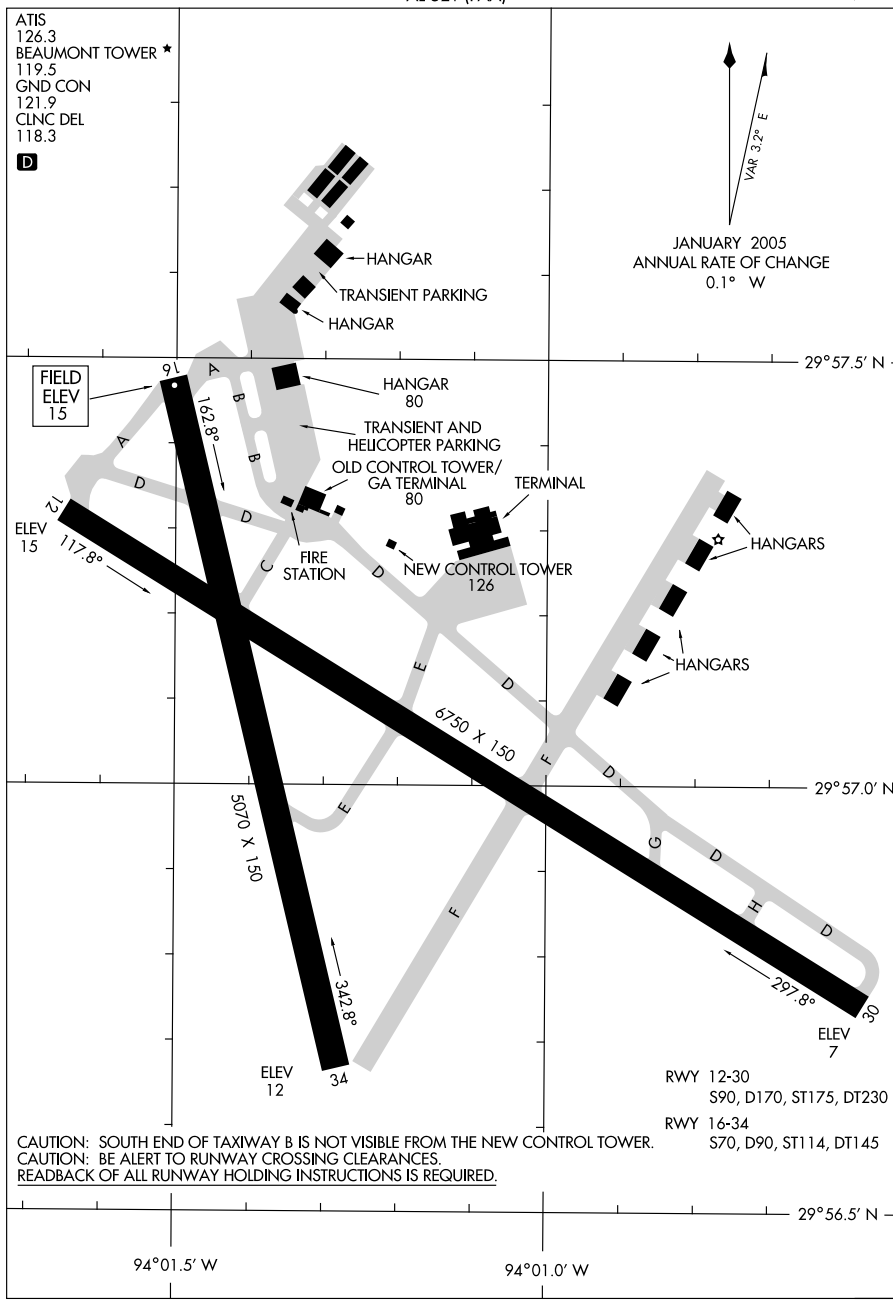
09295

# AIRPORT DIAGRAM

## BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

AL-521 (FAA)

BEAUMONT-PORT ARTHUR, TEXAS




AIRPORT DIAGRAM
09295
BEAUMONT-PORT ARTHUR, TEXAS
BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

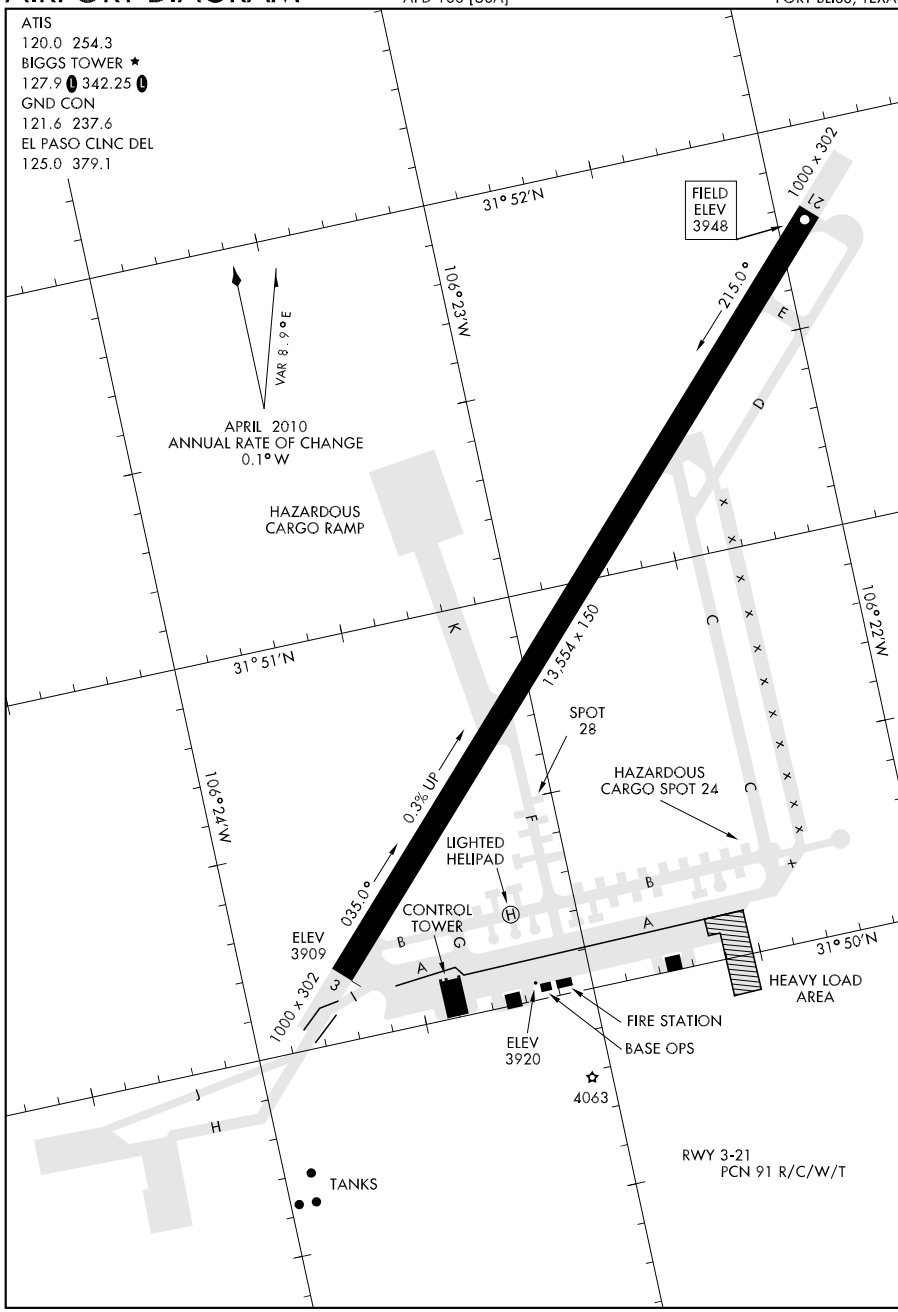
10098

# AIRPORT DIAGRAM

BIGGS AAF (KBIF)

AFD-133 [USA]

FORT BLISS, TEXAS




# AIRPORT DIAGRAM

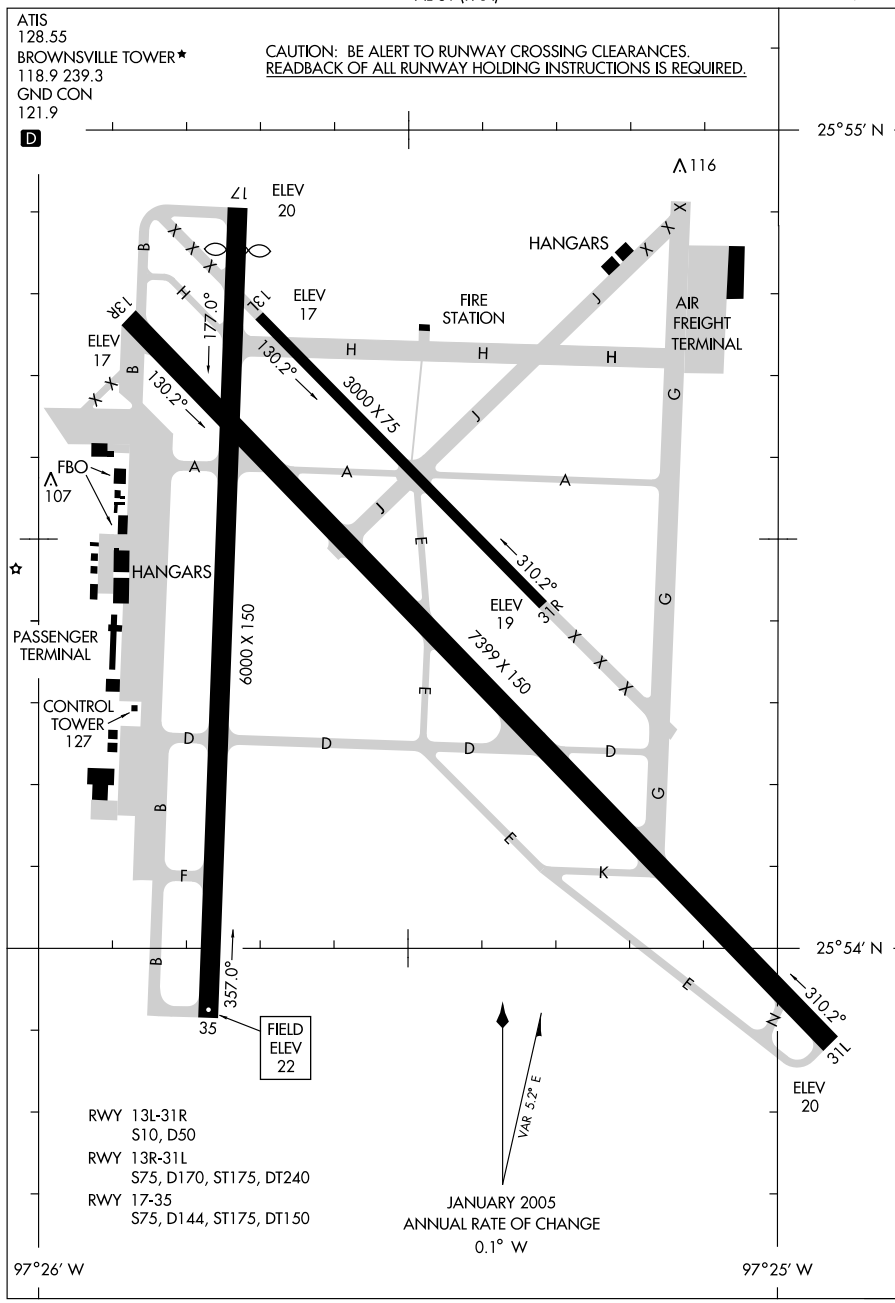
FORT BLISS, TEXAS

BIGGS AAF (KBIF)

09183

# AIRPORT DIAGRAM

BROWNSVILLE/ SOUTH PADRE ISLAND INTL (BRO)
BROWNSVILLE, TEXAS
AL-61 (FAA)




# AIRPORT DIAGRAM

09183

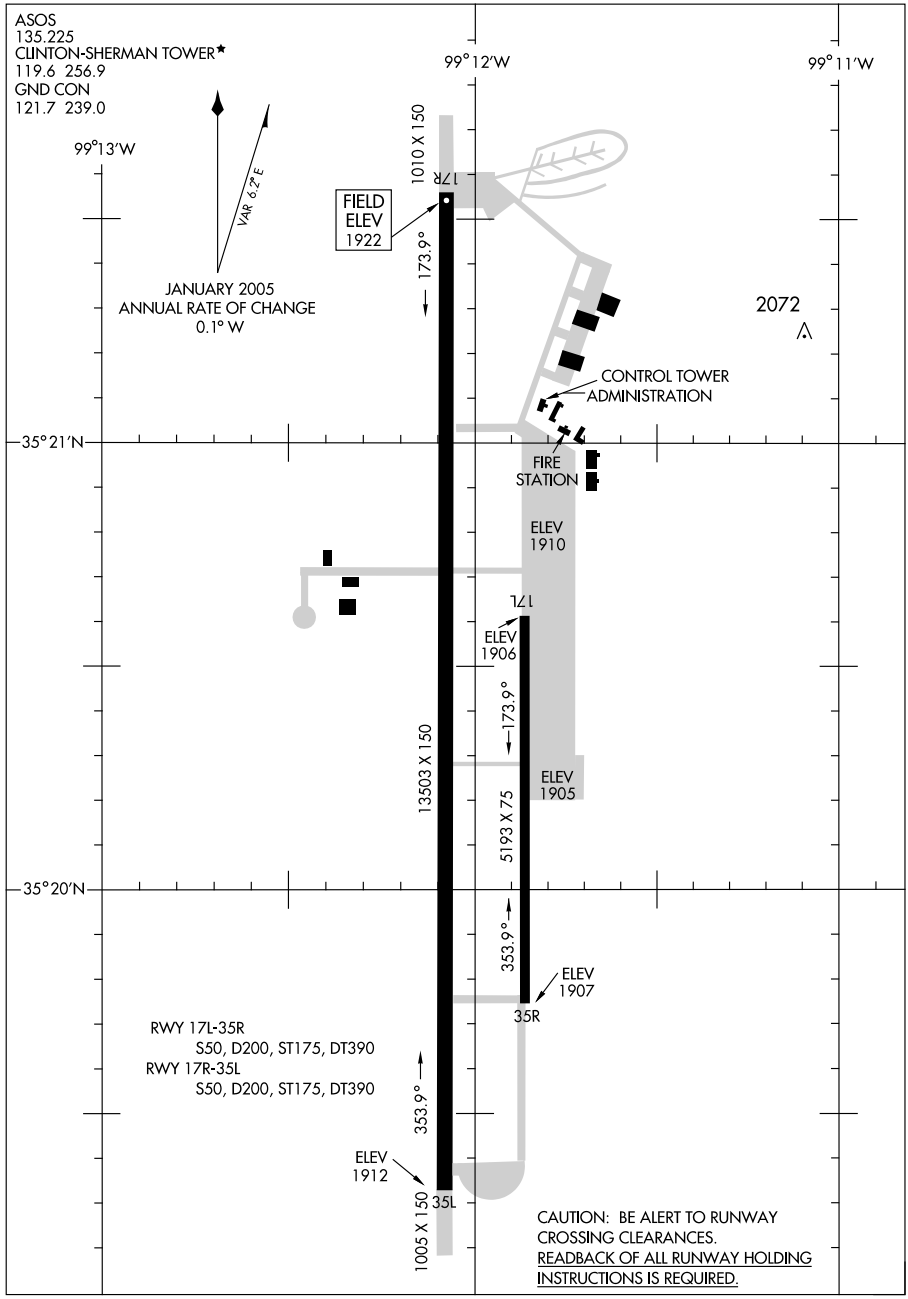
BROWNSVILLE, TEXAS
BROWNSVILLE/ SOUTH PADRE ISLAND INTL (BRO)

09183

# AIRPORT DIAGRAM

CLINTON-SHERMAN (CSM)
CLINTON, OKLAHOMA

AL-778 (FAA)



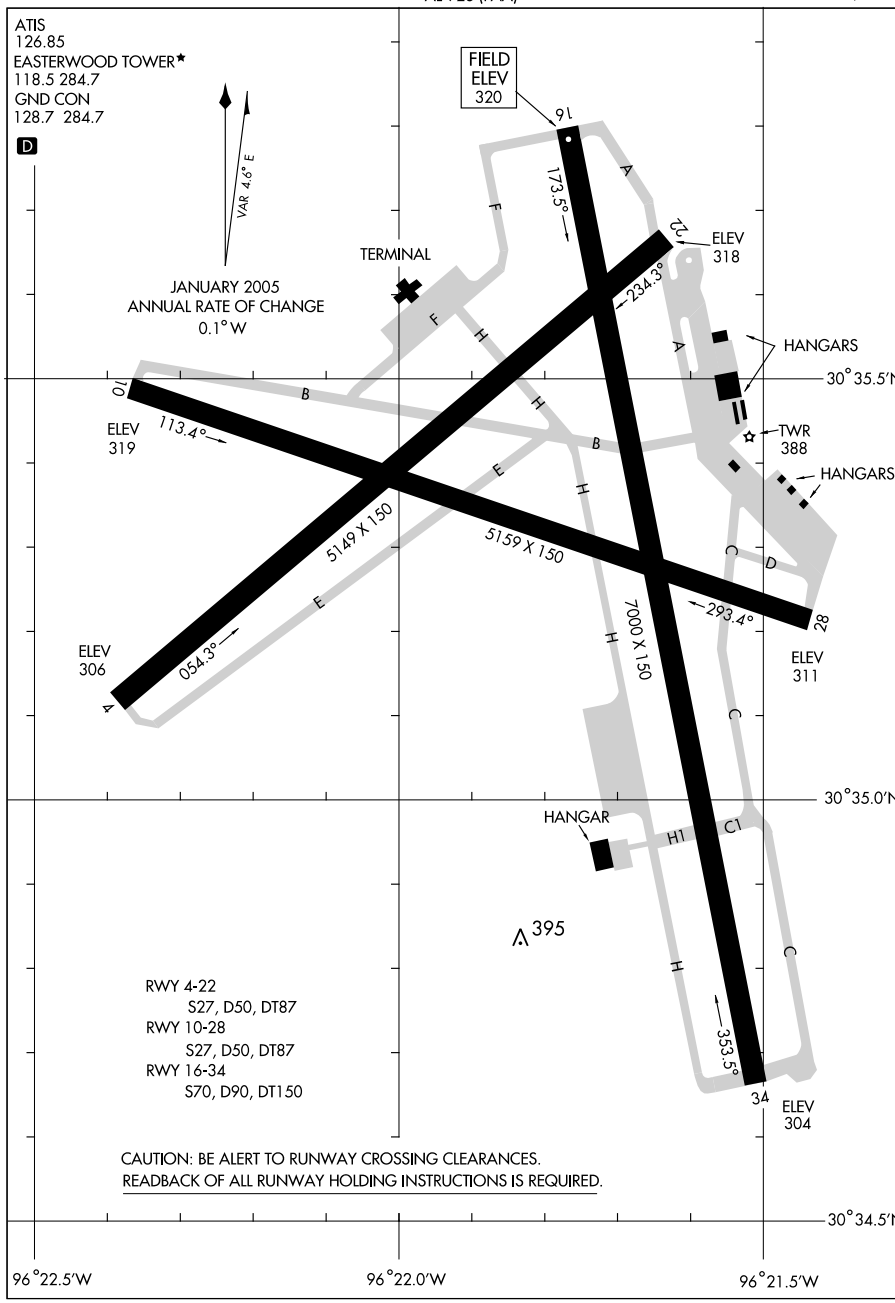

AIRPORT DIAGRAM
09183

CLINTON, OKLAHOMA
CLINTON-SHERMAN (CSM)

09295

# AIRPORT DIAGRAM

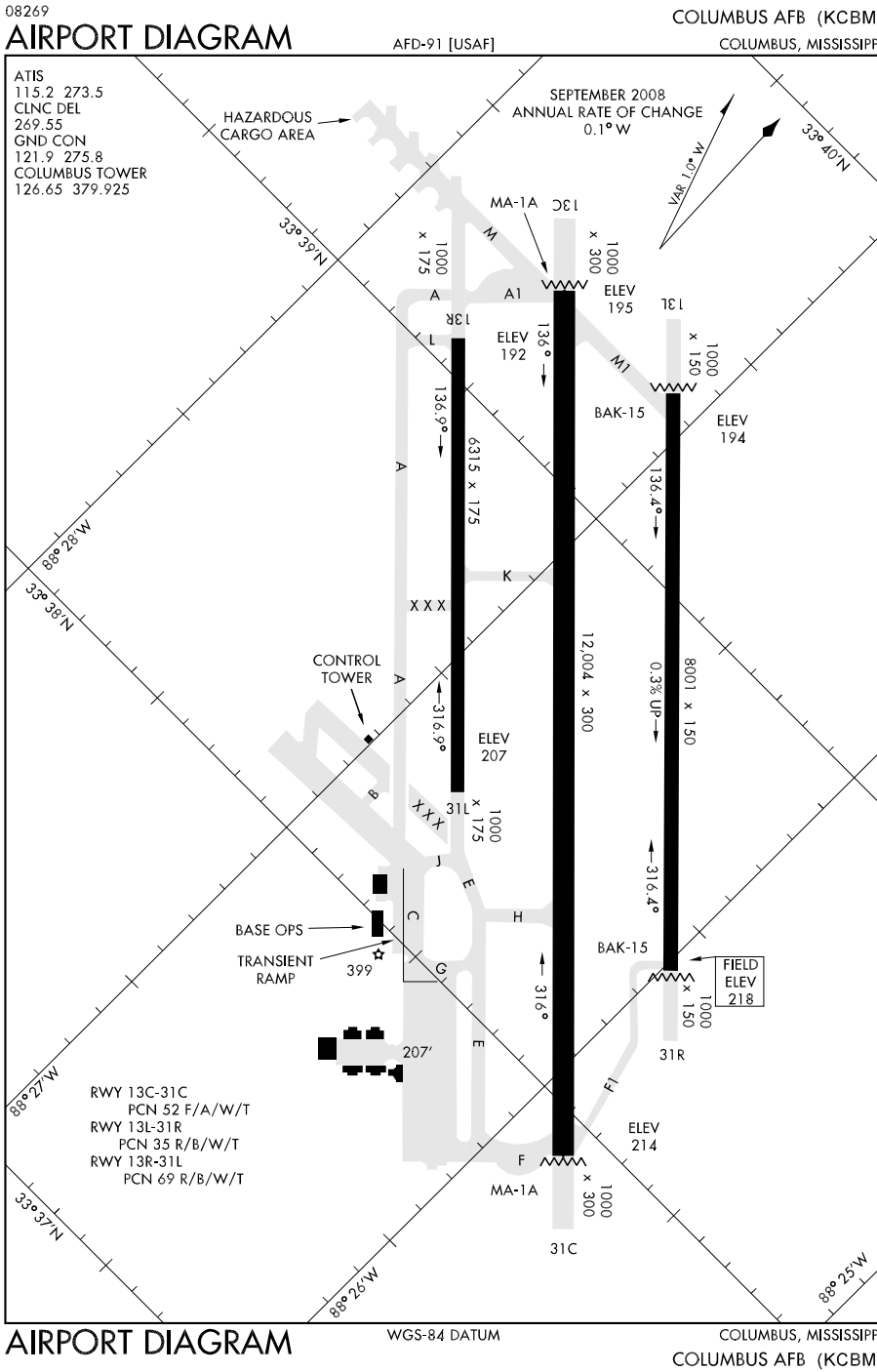
COLLEGE STATION/EASTERWOOD FIELD (CLL)
COLLEGE STATION, TEXAS
AL-928 (FAA)




# AIRPORT DIAGRAM

09295

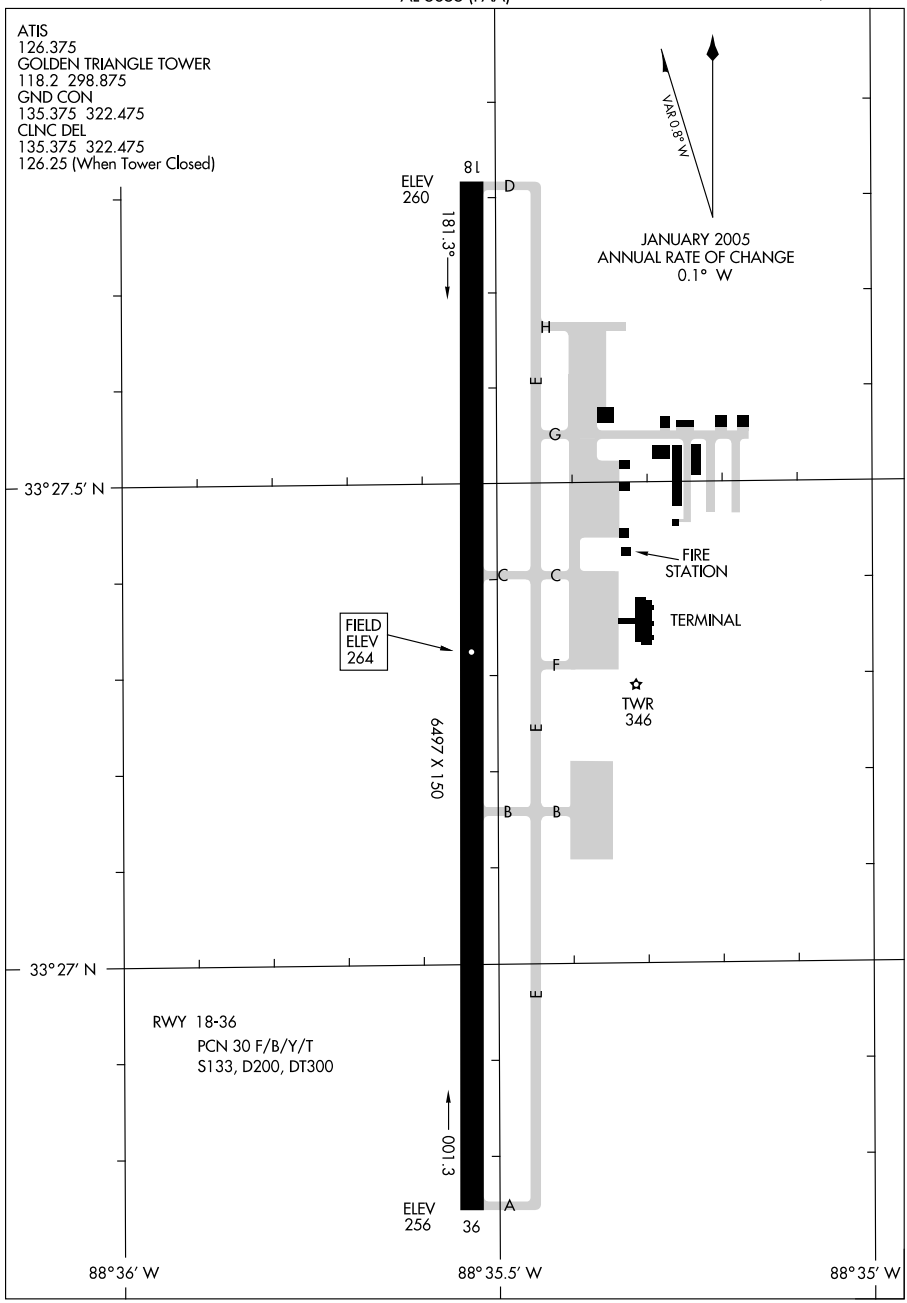
COLLEGE STATION, TEXAS
COLLEGE STATION/EASTERWOOD FIELD (CLL)


08269
AIRPORT DIAGRAM
AFD-91 [USAF]
COLUMBUS AFB (KCBM)
COLUMBUS, MISSISSIPPI
ATIS
115.2 273.5
CLNC DEL
269.55
GND CON
121.9 275.8
COLUMBUS TOWER
126.65 379.925
HAZARDOUS CARGO AREA
SEPTEMBER 2008
ANNUAL RATE OF CHANGE
0.1° W
VAR 1.0° W
33° 40'N
33° 39'N
33° 38'N
33° 37'N
88° 28'W
88° 27'W
88° 26'W
88° 25'W
MA-1A
13C
ELEV 195
13R
ELEV 192
136°
136.9°
6315 x 175
BAK-15
ELEV 194
136.4°
12,004 x 300
0.3% UP
8001 x 150
CONTROL TOWER
316.9°
ELEV 207
31L
316.4°
BASE OPS
TRANSIENT RAMP
399
316°
FIELD ELEV 218
207'
RWY 13C-31C
PCN 52 F/A/W/T
RWY 13L-31R
PCN 35 R/B/W/T
RWY 13R-31L
PCN 69 R/B/W/T
ELEV 214
31C
31R
WGS-84 DATUM
AIRPORT DIAGRAM
COLUMBUS, MISSISSIPPI
COLUMBUS AFB (KCBM)

09183

# AIRPORT DIAGRAM

COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)
COLUMBUS-WESTPOINT-STARKVILLE, MISSISSIPPI
AL-5855 (FAA)




# AIRPORT DIAGRAM

09183

COLUMBUS-WESTPOINT-STARKVILLE, MISSISSIPPI
COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)

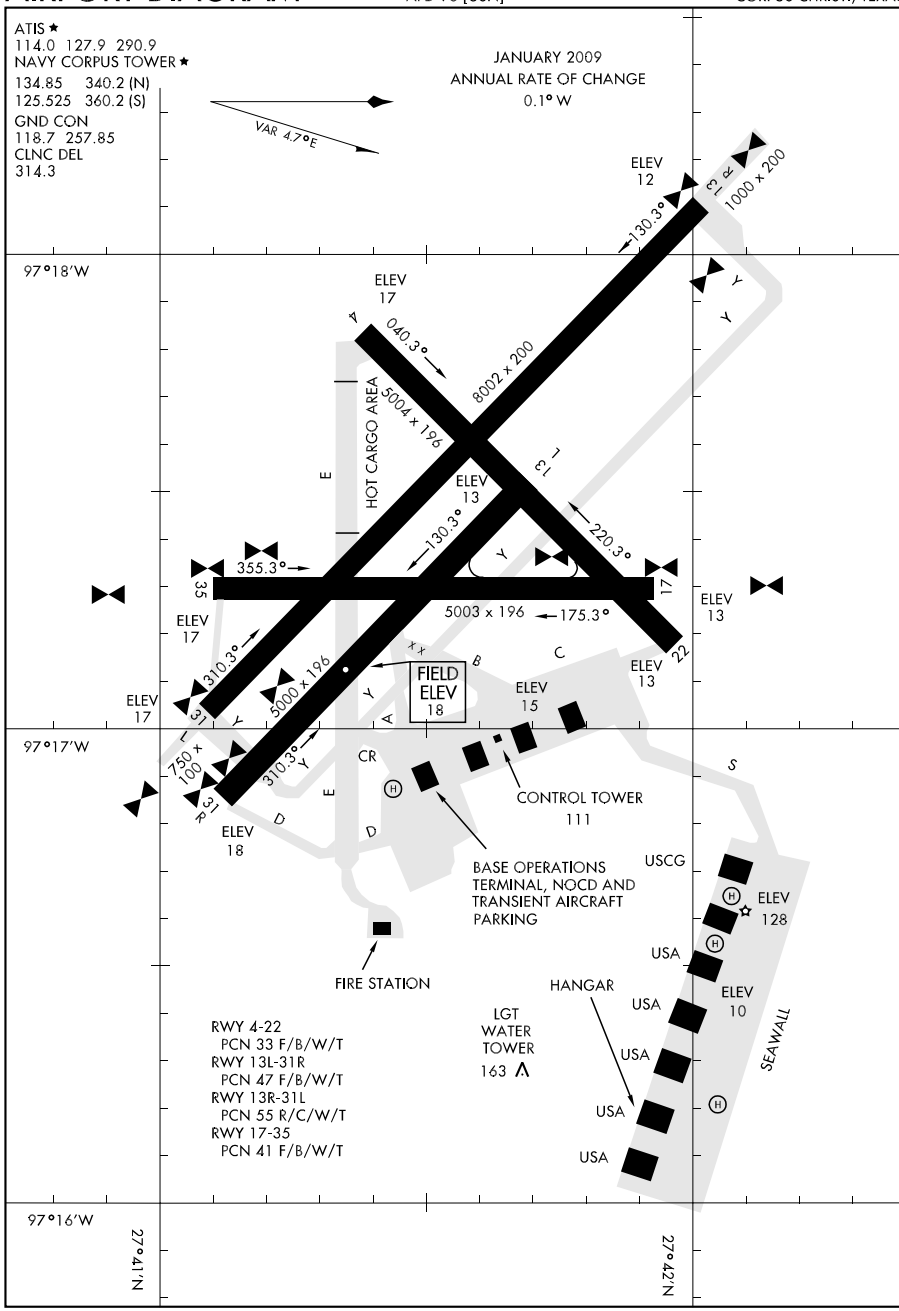
09015

# AIRPORT DIAGRAM

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

AFD-98 [USN]

CORPUS CHRISTI, TEXAS




AIRPORT DIAGRAM

CORPUS CHRISTI, TEXAS

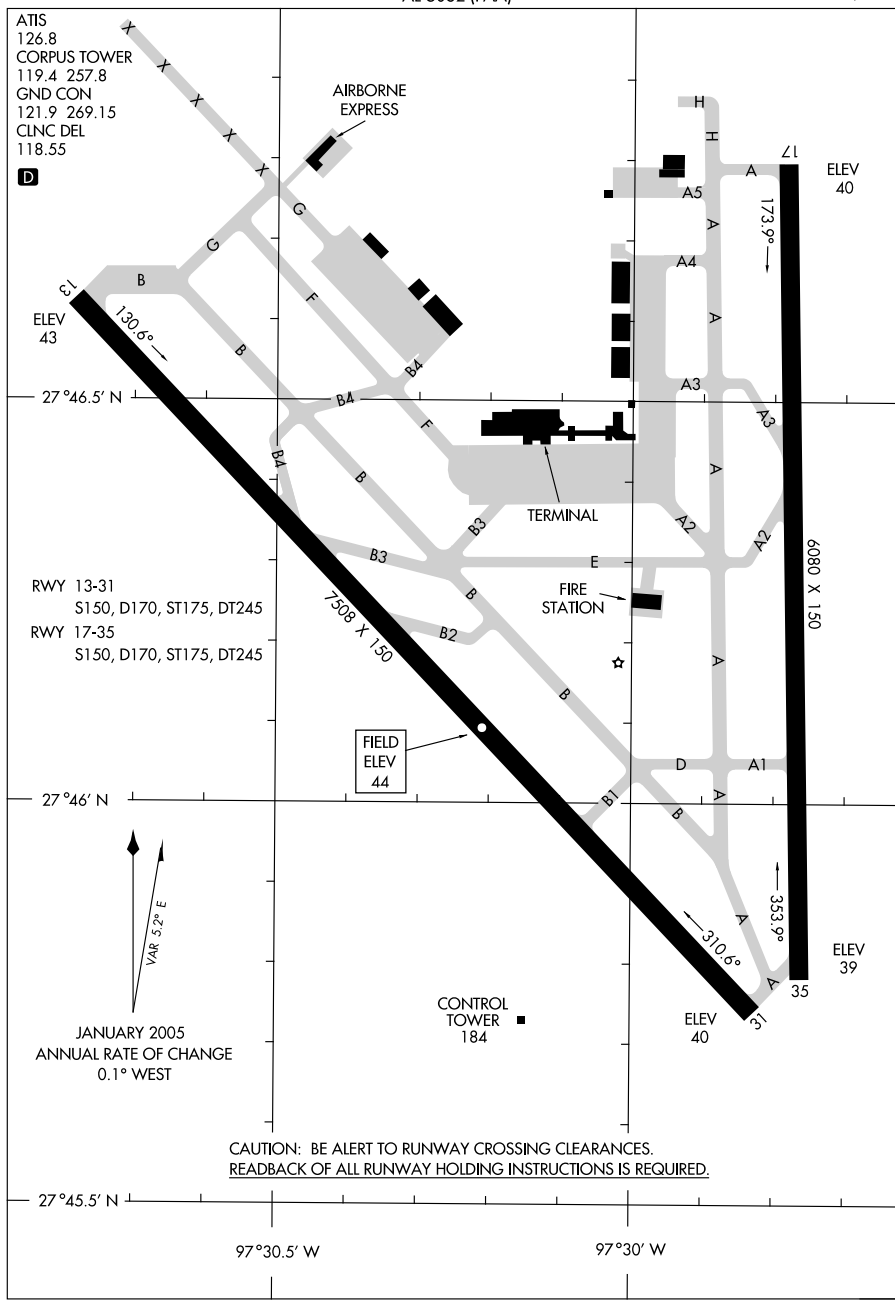
CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

09183

# AIRPORT DIAGRAM

AL-5032 (FAA)

CORPUS CHRISTI INTL (CRP)
CORPUS CHRISTI, TEXAS




AIRPORT DIAGRAM

09183

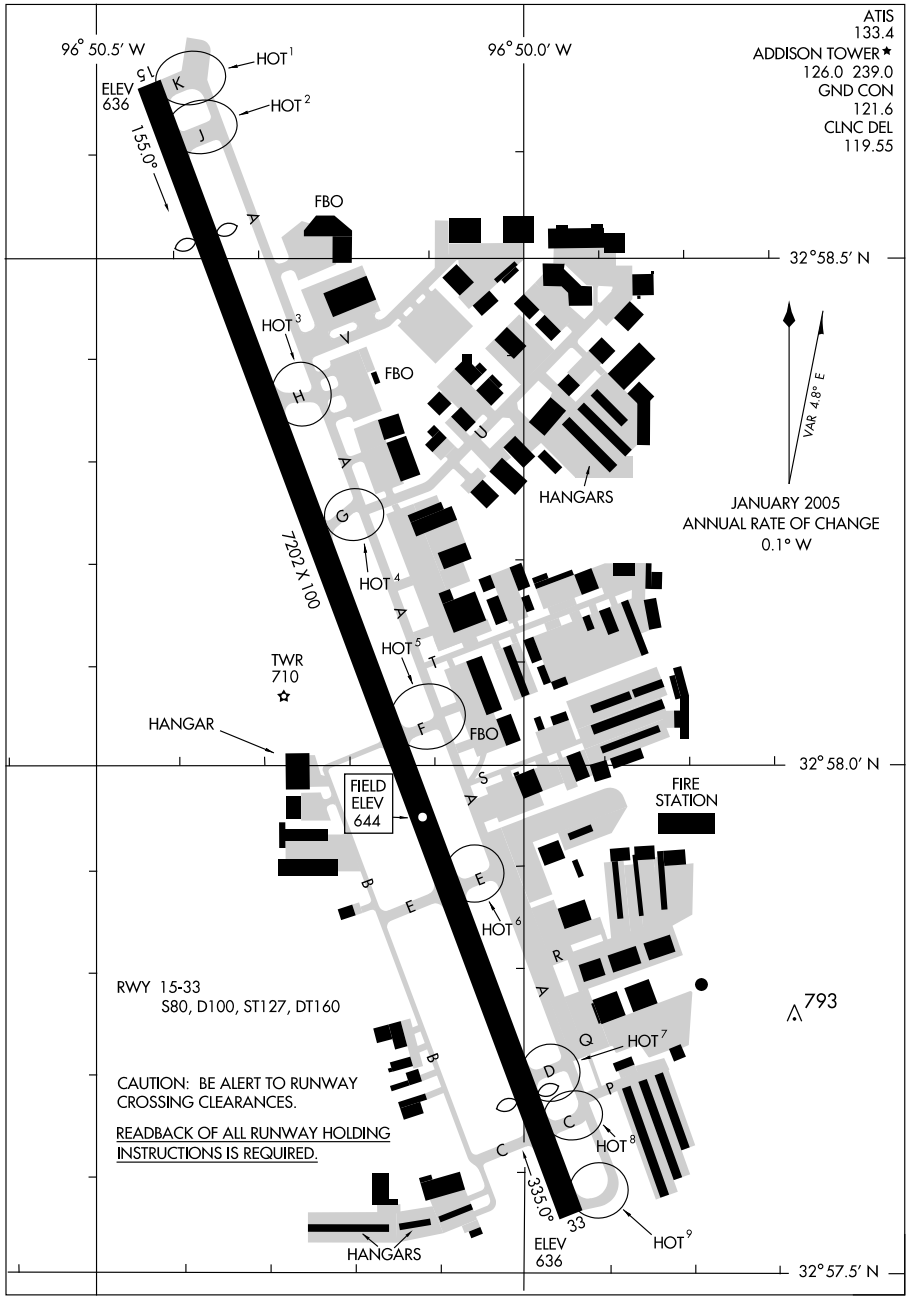
CORPUS CHRISTI, TEXAS
CORPUS CHRISTI INTL (CRP)

10154

# AIRPORT DIAGRAM

AL-768 (FAA)

DALLAS/ADDISON (ADS)
DALLAS, TEXAS




AIRPORT DIAGRAM
10154

DALLAS, TEXAS
DALLAS/ADDISON (ADS)

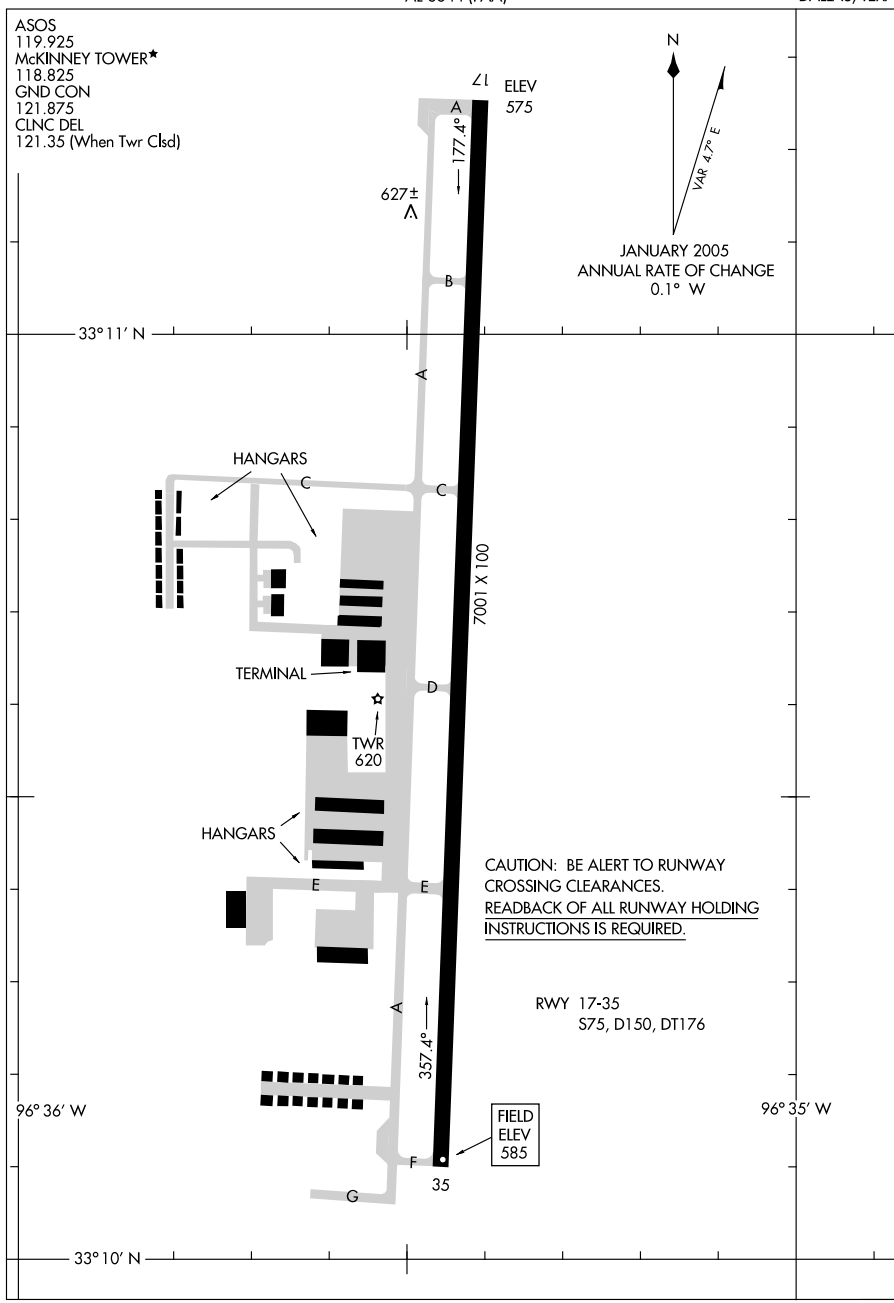
09351

# AIRPORT DIAGRAM

DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

AL-6644 (FAA)

DALLAS, TEXAS




# AIRPORT DIAGRAM

09351

DALLAS, TEXAS

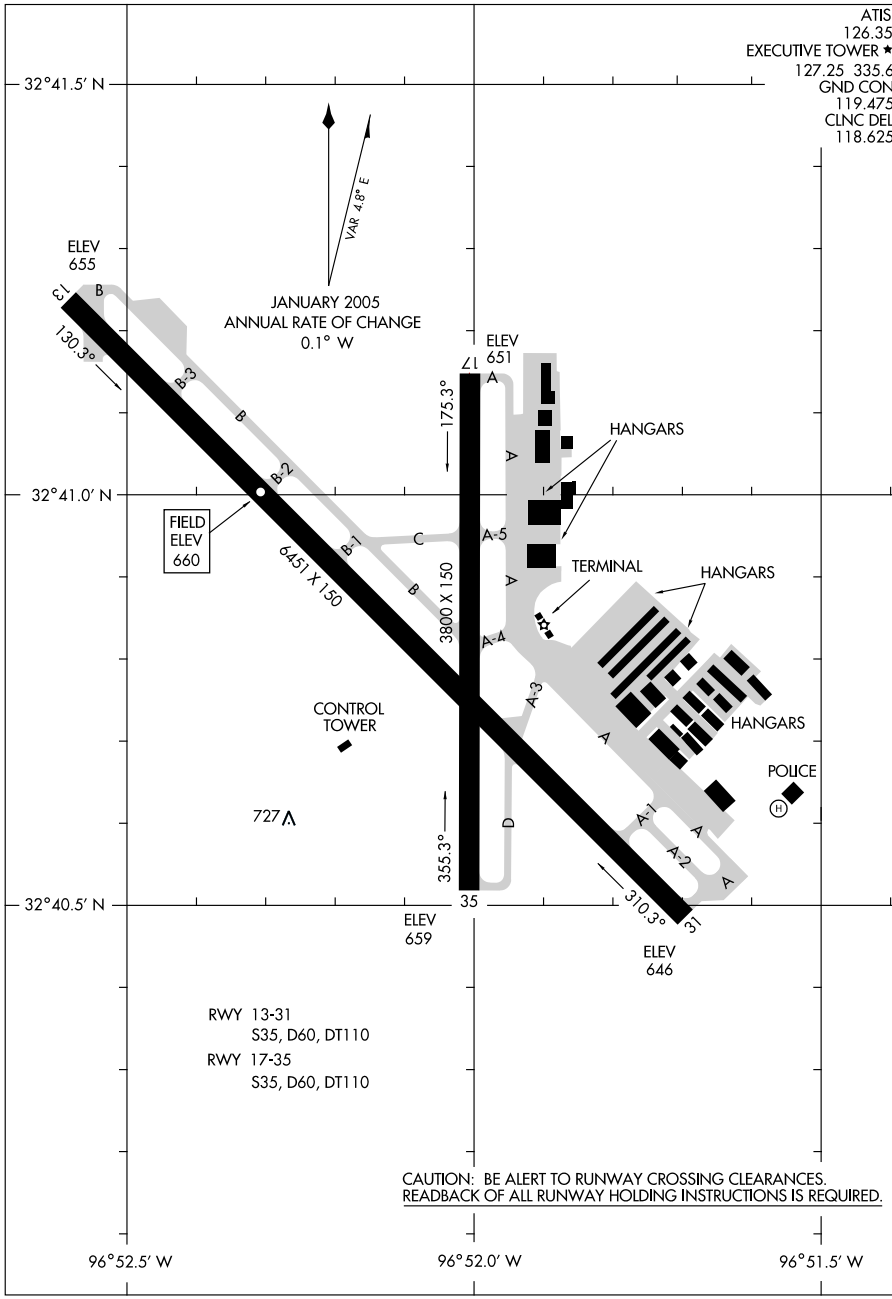
DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

09239

# AIRPORT DIAGRAM

AL-742 (FAA)

DALLAS EXECUTIVE (RBD)
DALLAS, TEXAS




# AIRPORT DIAGRAM

09239

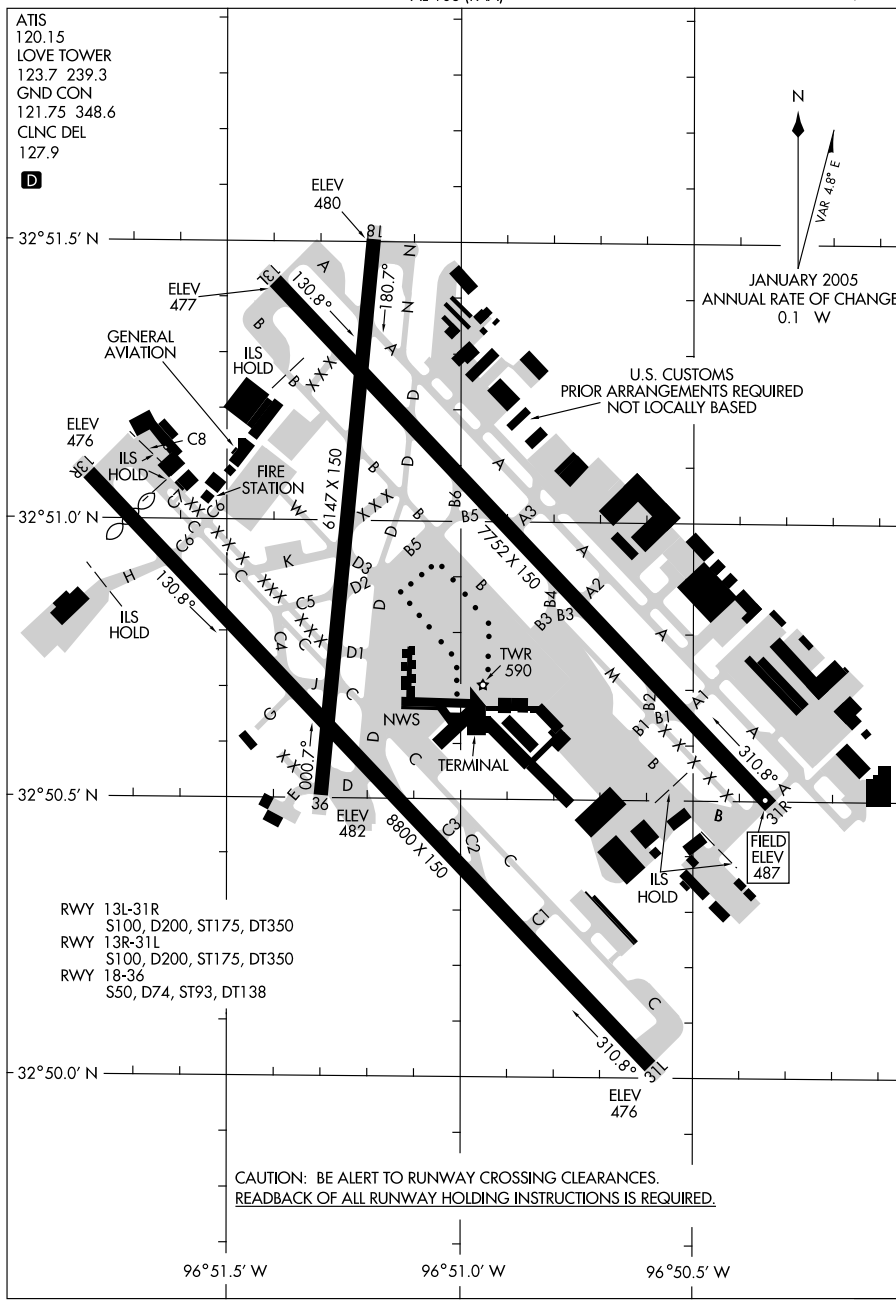
DALLAS, TEXAS
DALLAS EXECUTIVE (RBD)

10154

# AIRPORT DIAGRAM

DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS

AL-106 (FAA)




# AIRPORT DIAGRAM

10154

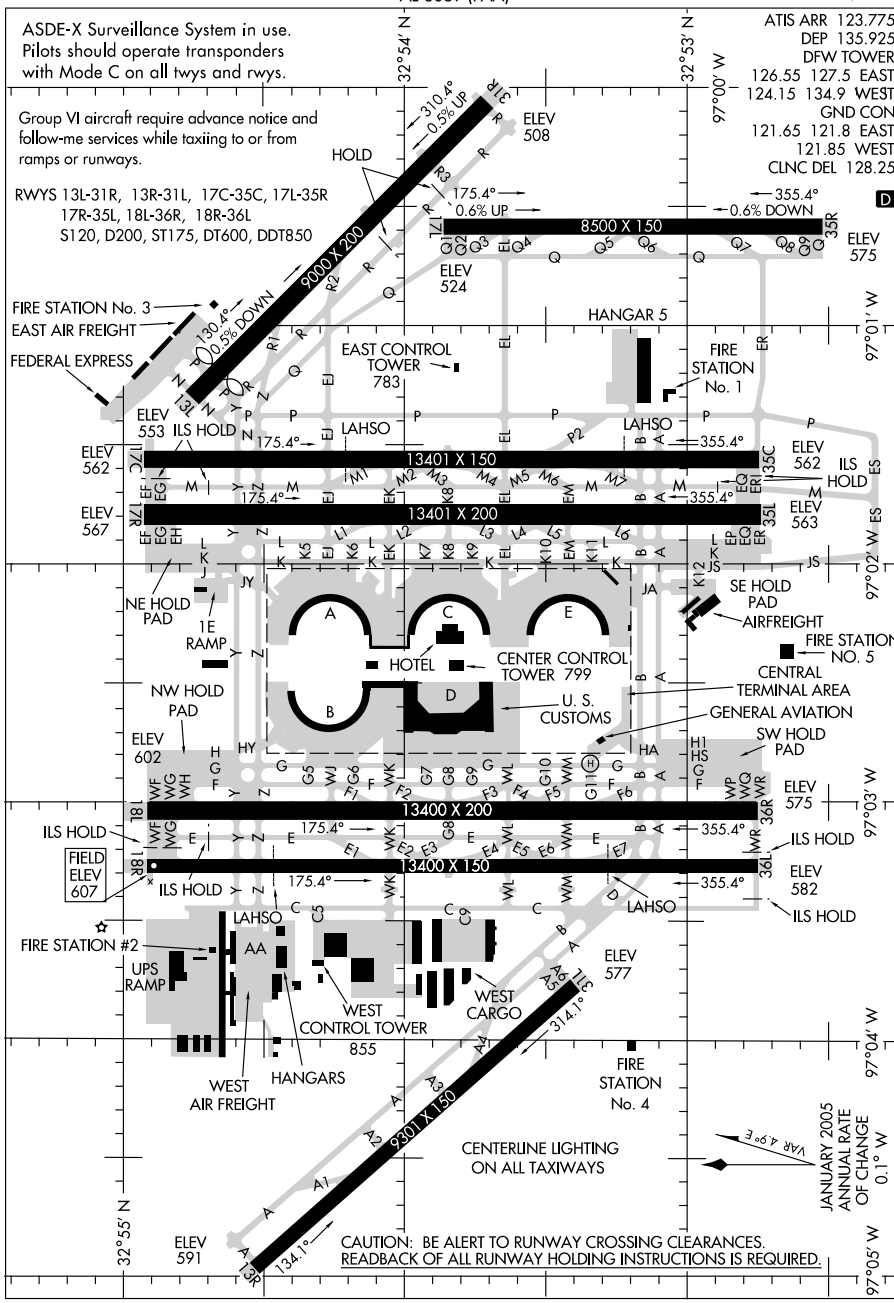
DALLAS, TEXAS
DALLAS-LOVE FIELD (DAL)

09351

# AIRPORT DIAGRAM

## DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS



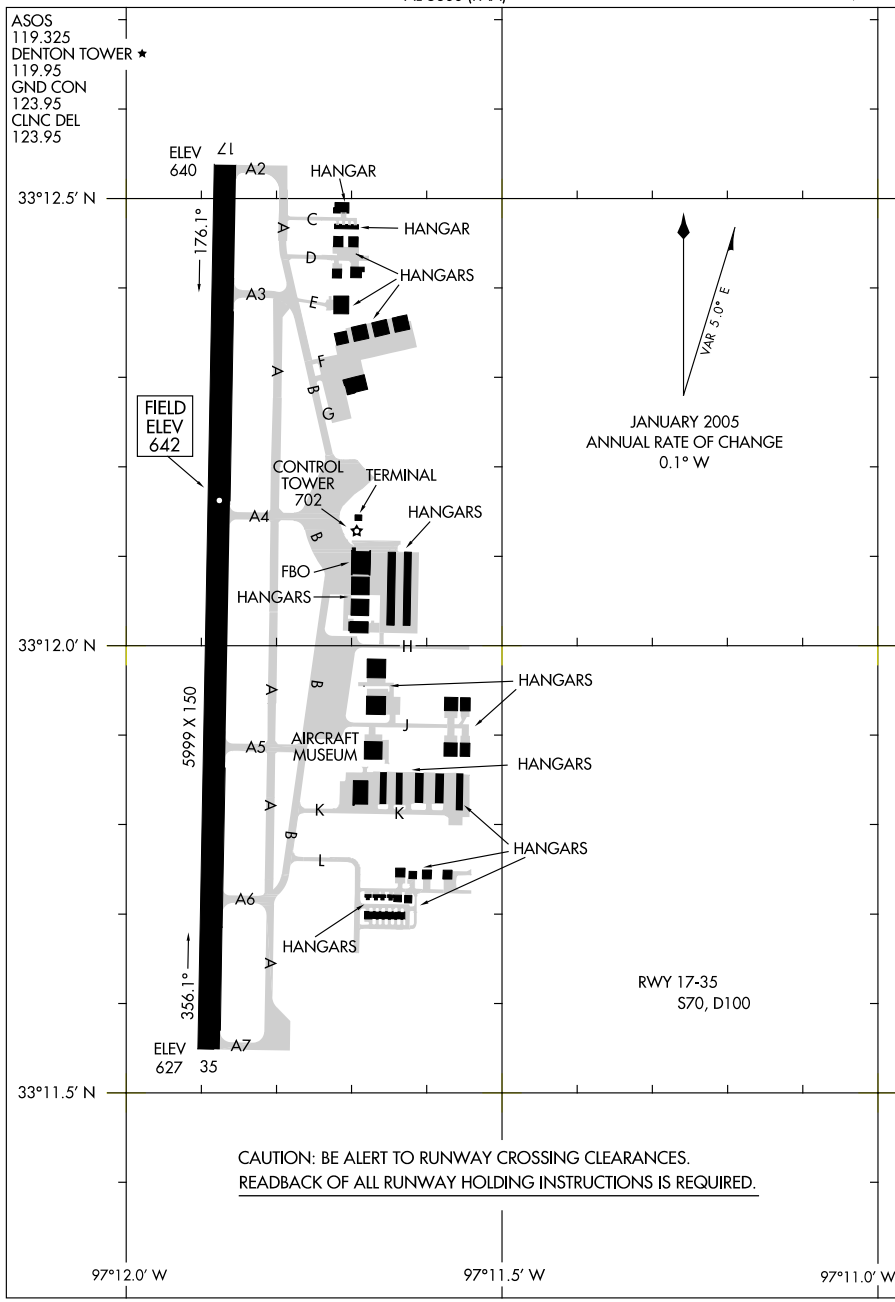

AIRPORT DIAGRAM
09351
DALLAS-FORT WORTH, TEXAS
DALLAS-FORT WORTH INTL (DFW)

09015

# AIRPORT DIAGRAM

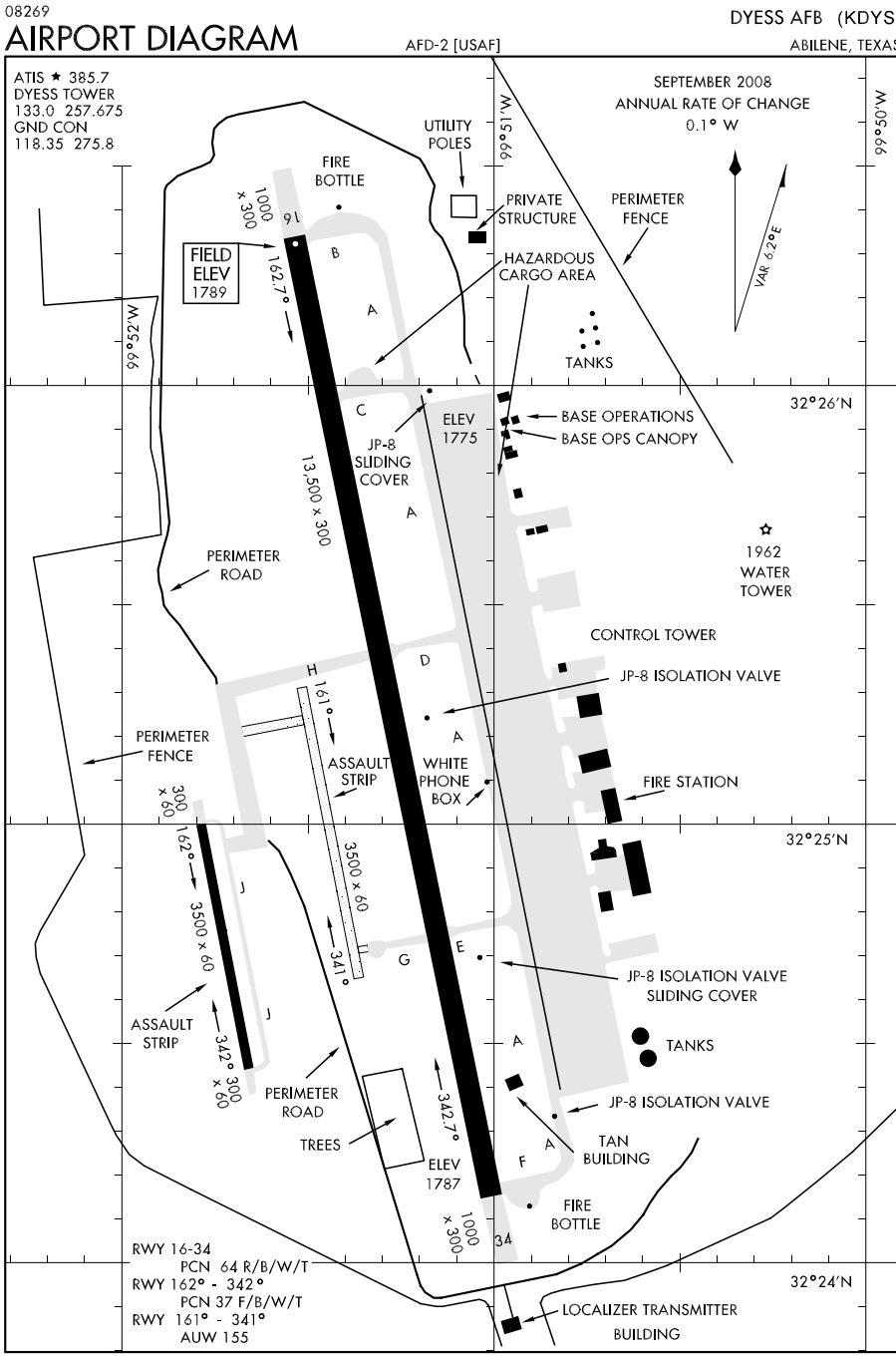
DENTON MUNI (DTO)
DENTON, TEXAS

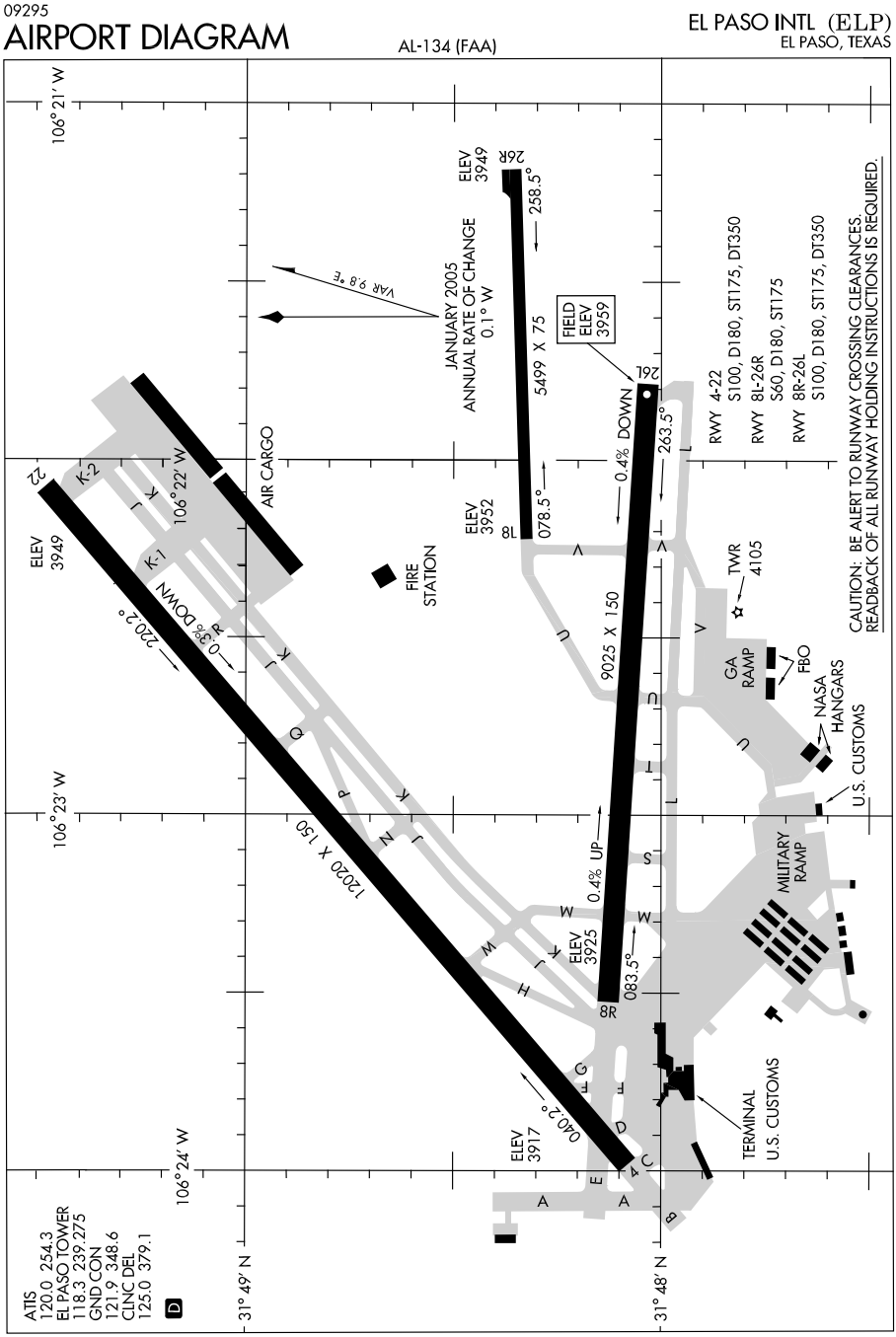
AL-5866 (FAA)




AIRPORT DIAGRAM
09015

DENTON, TEXAS
DENTON MUNI (DTO)


08269
AIRPORT DIAGRAM
AFD-2 [USAF]
DYESS AFB (KDYS)
ABILENE, TEXAS
ATIS ★ 385.7
DYESS TOWER
133.0 257.675
GND CON
118.35 275.8
SEPTEMBER 2008
ANNUAL RATE OF CHANGE
0.1° W
VAR 6.2°E
99°51'W
99°50'W
UTILITY POLES
FIRE BOTTLE
PRIVATE STRUCTURE
PERIMETER FENCE
HAZARDOUS CARGO AREA
TANKS
FIELD ELEV 1789
1000 x 300
16
162.7°
B
A
C
ELEV 1775
JP-8 SLIDING COVER
13,500 x 300
BASE OPERATIONS
BASE OPS CANOPY
32°26'N
1962 WATER TOWER
PERIMETER ROAD
CONTROL TOWER
JP-8 ISOLATION VALVE
H
161°
D
A
PERIMETER FENCE
ASSAULT STRIP
300 x 60
WHITE PHONE BOX
FIRE STATION
32°25'N
162°
3500 x 60
J
341°
G
E
JP-8 ISOLATION VALVE SLIDING COVER
ASSAULT STRIP
342° 300 x 60
TANKS
PERIMETER ROAD
342.7°
JP-8 ISOLATION VALVE
TREES
A
TAN BUILDING
F
ELEV 1787
FIRE BOTTLE
1000 x 300
34
RWY 16-34
PCN 64 R/B/W/T
RWY 162° - 342°
PCN 37 F/B/W/T
RWY 161° - 341°
AUW 155
32°24'N
LOCALIZER TRANSMITTER BUILDING
AIRPORT DIAGRAM
ABILENE, TEXAS
DYESS AFB (KDYS)

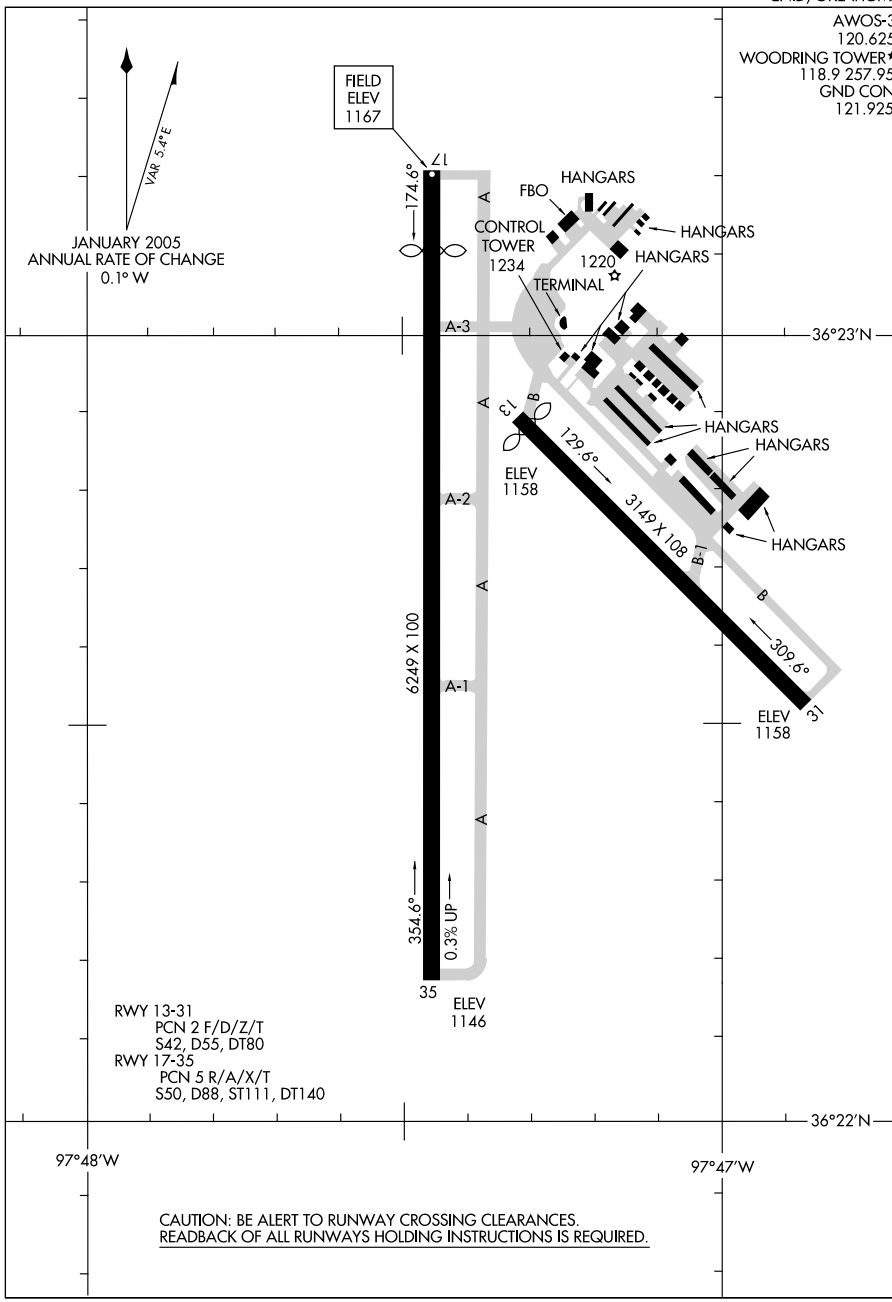

09295
AIRPORT DIAGRAM
AL-134 (FAA)
EL PASO INTL (ELP)
EL PASO, TEXAS
106° 21' W
106° 22' W
106° 23' W
106° 24' W
31° 49' N
31° 48' N
ELEV 3949
26R
258.5°
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
VAR 9.8°E
5499 X 75
FIELD ELEV 3959
26L
263.5°
0.4% DOWN
ELEV 3952
18
078.5°
RWY 4-22
S100, D180, ST175, DT350
RWY 8L-26R
S60, D180, ST175
RWY 8R-26L
S100, D180, ST175, DT350
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIR CARGO
FIRE STATION
TWR
4105
GA RAMP
FBO
NASA HANGARS
U.S. CUSTOMS
MILITARY RAMP
TERMINAL
U.S. CUSTOMS
9025 X 150
0.4% UP
ELEV 3925
083.5°
8R
12020 X 150
0.35% DOWN
220.2°
040.2°
ELEV 3917
ELEV 3949
22
ATIS 120.0 254.3
EL PASO TOWER 118.3 239.275
GND CON 121.9 348.6
CLNC DEL 125.0 379.1
D
AIRPORT DIAGRAM
09295
EL PASO, TEXAS
EL PASO INTL (ELP)

09239

# AIRPORT DIAGRAM

AL-136 (FAA)

ENID WOODRING RGNL (WDG)
ENID, OKLAHOMA




# AIRPORT DIAGRAM

09239

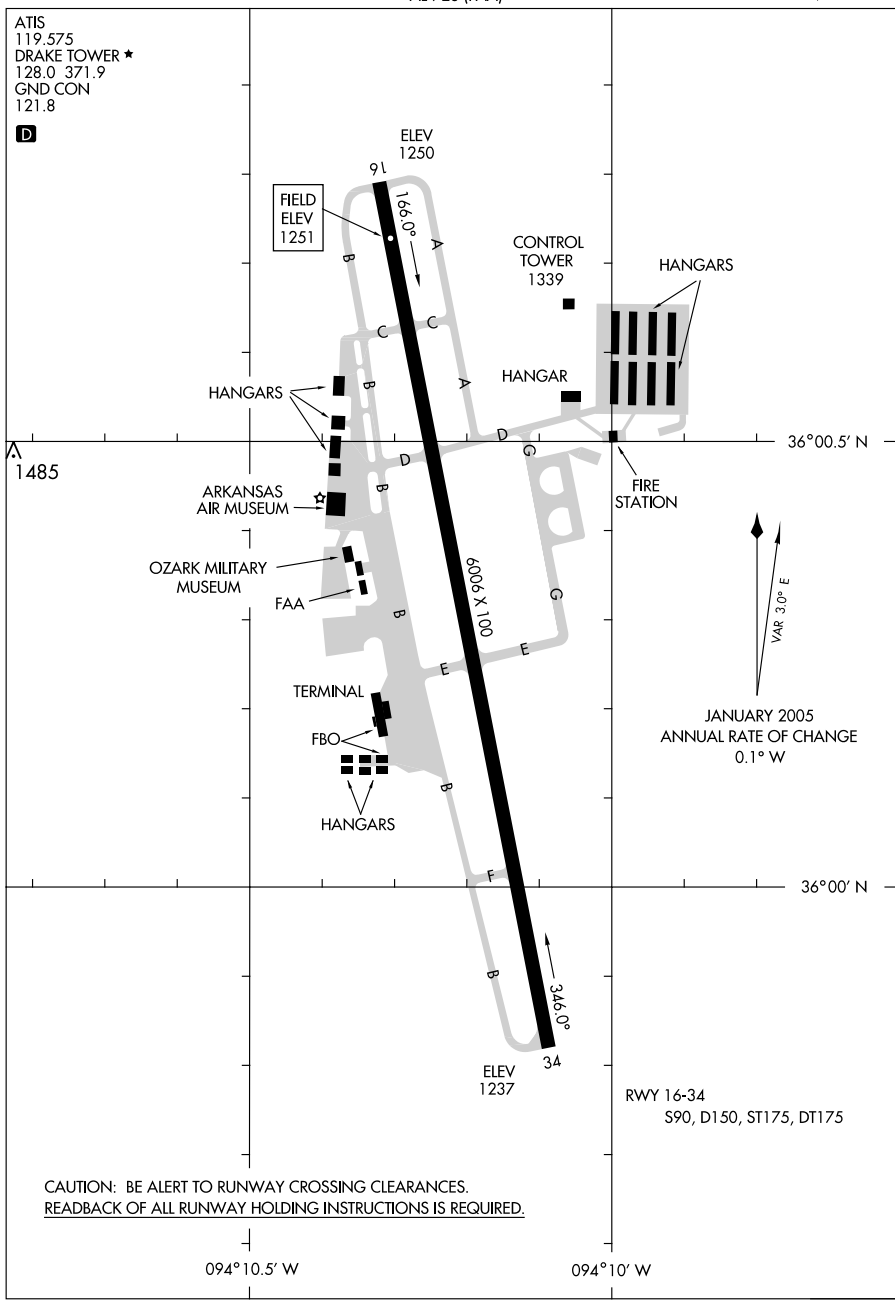
ENID, OKLAHOMA
ENID WOODRING RGNL (WDG)

09015

# AIRPORT DIAGRAM

FAYETTEVILLE/ DRAKE FIELD (FYV)
FAYETTEVILLE, ARKANSAS

AL-728 (FAA)



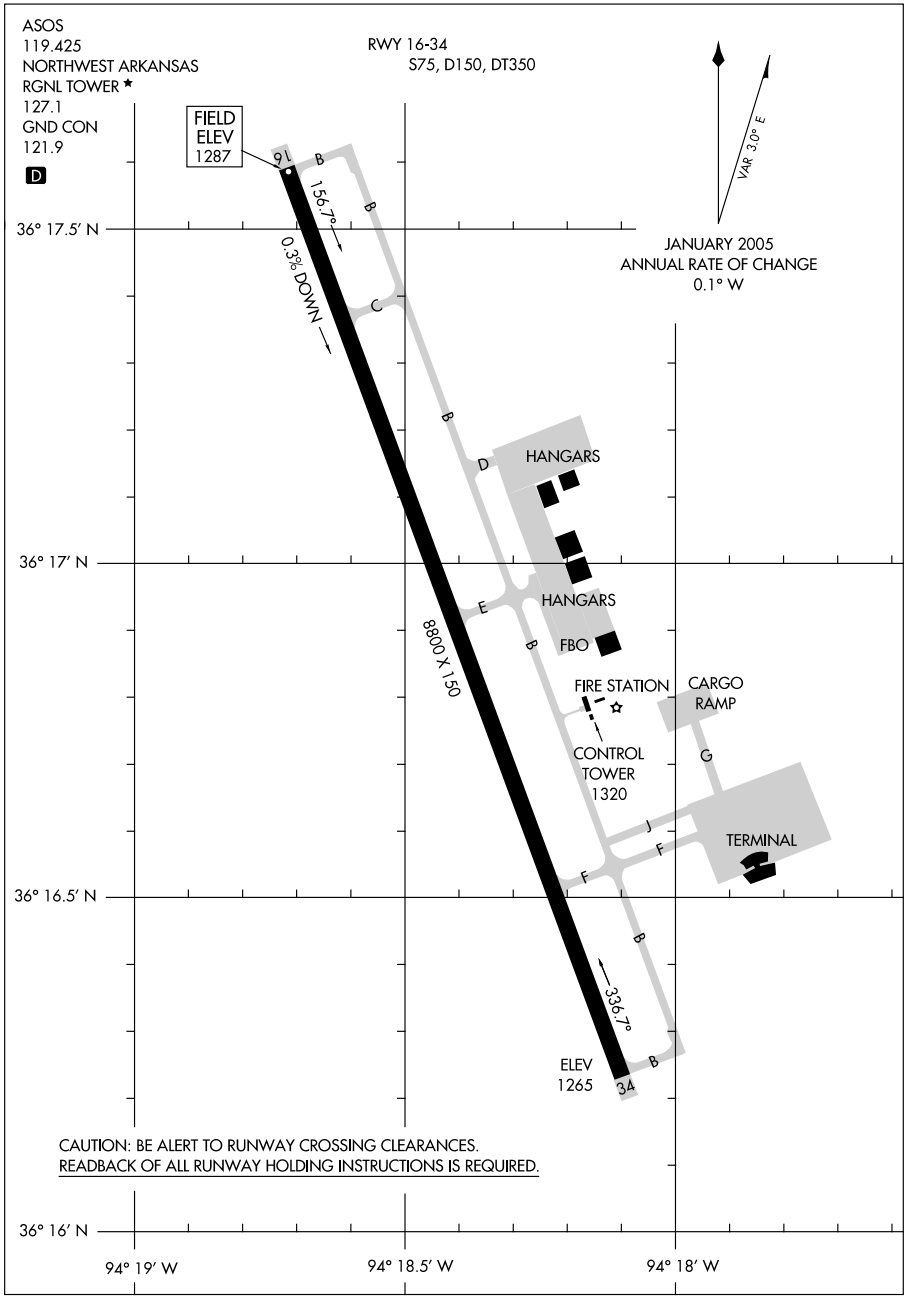

AIRPORT DIAGRAM
09015

FAYETTEVILLE, ARKANSAS
FAYETTEVILLE/ DRAKE FIELD (FYV)

09183

# AIRPORT DIAGRAM

FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)
AL-9274 (FAA) FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS




# AIRPORT DIAGRAM

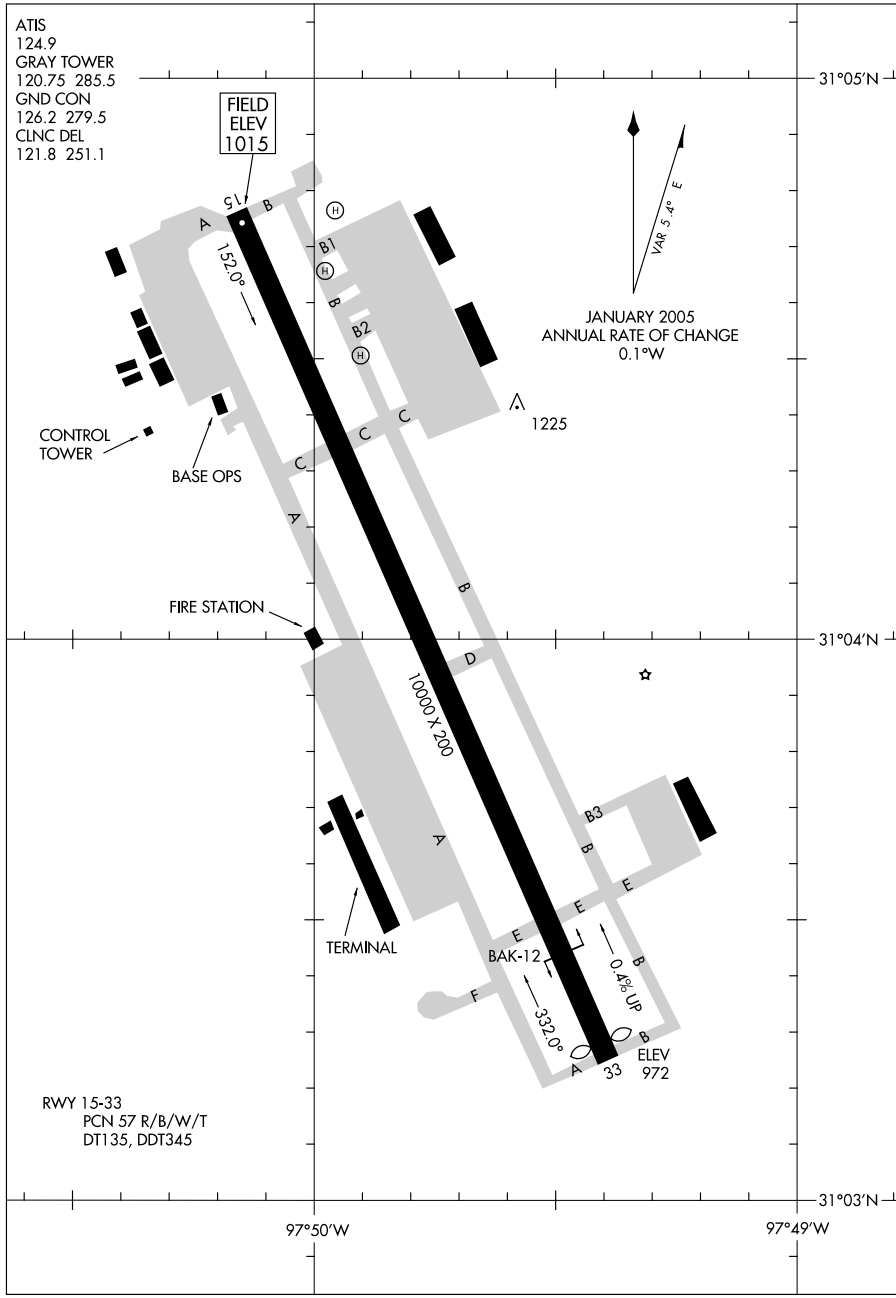
09183

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS
FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)

09351

# AIRPORT DIAGRAM

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)
FORT HOOD/KILLEEN, TEXAS
AL-906 (FAA)




# AIRPORT DIAGRAM

09351

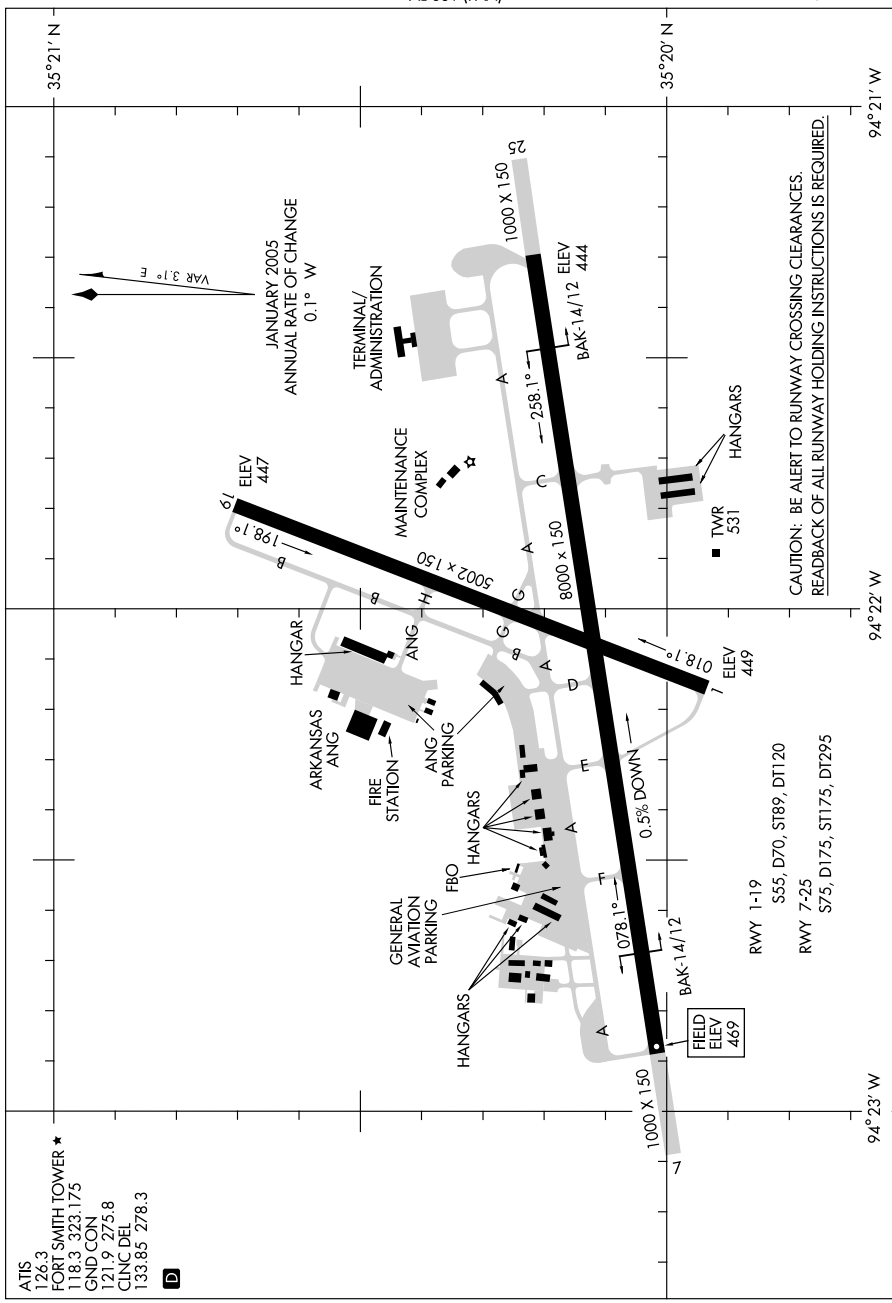
FORT HOOD/KILLEEN, TEXAS
FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

10154

# AIRPORT DIAGRAM

AL-631 (FAA)

FORT SMITH RGNL (FSM)
FORT SMITH, ARKANSAS




AIRPORT DIAGRAM

10154

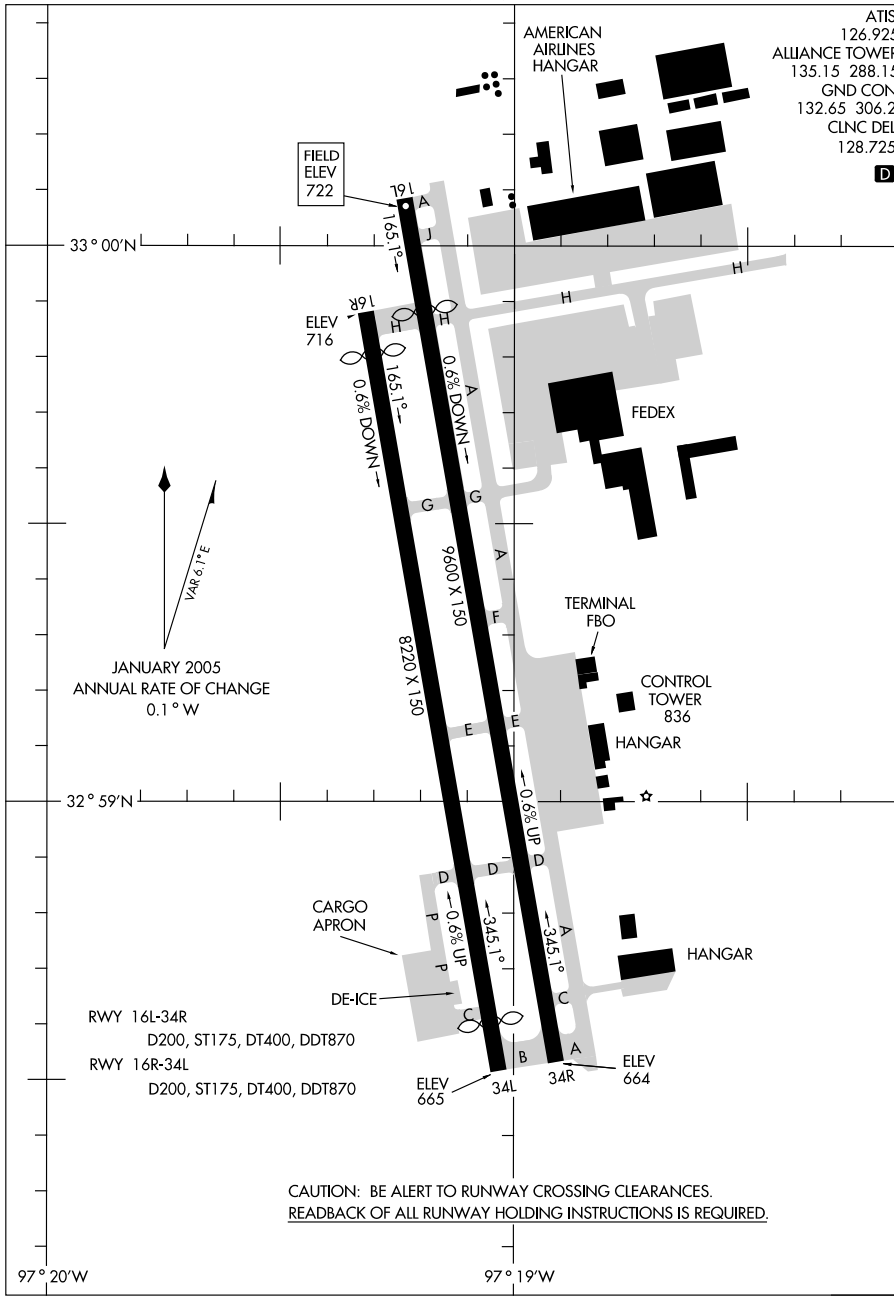
FORT SMITH, ARKANSAS
FORT SMITH RGNL (FSM)

09071

# AIRPORT DIAGRAM

AL-6918 (FAA)

FORT WORTH ALLIANCE (AFW)
FORT WORTH, TEXAS




# AIRPORT DIAGRAM

09071

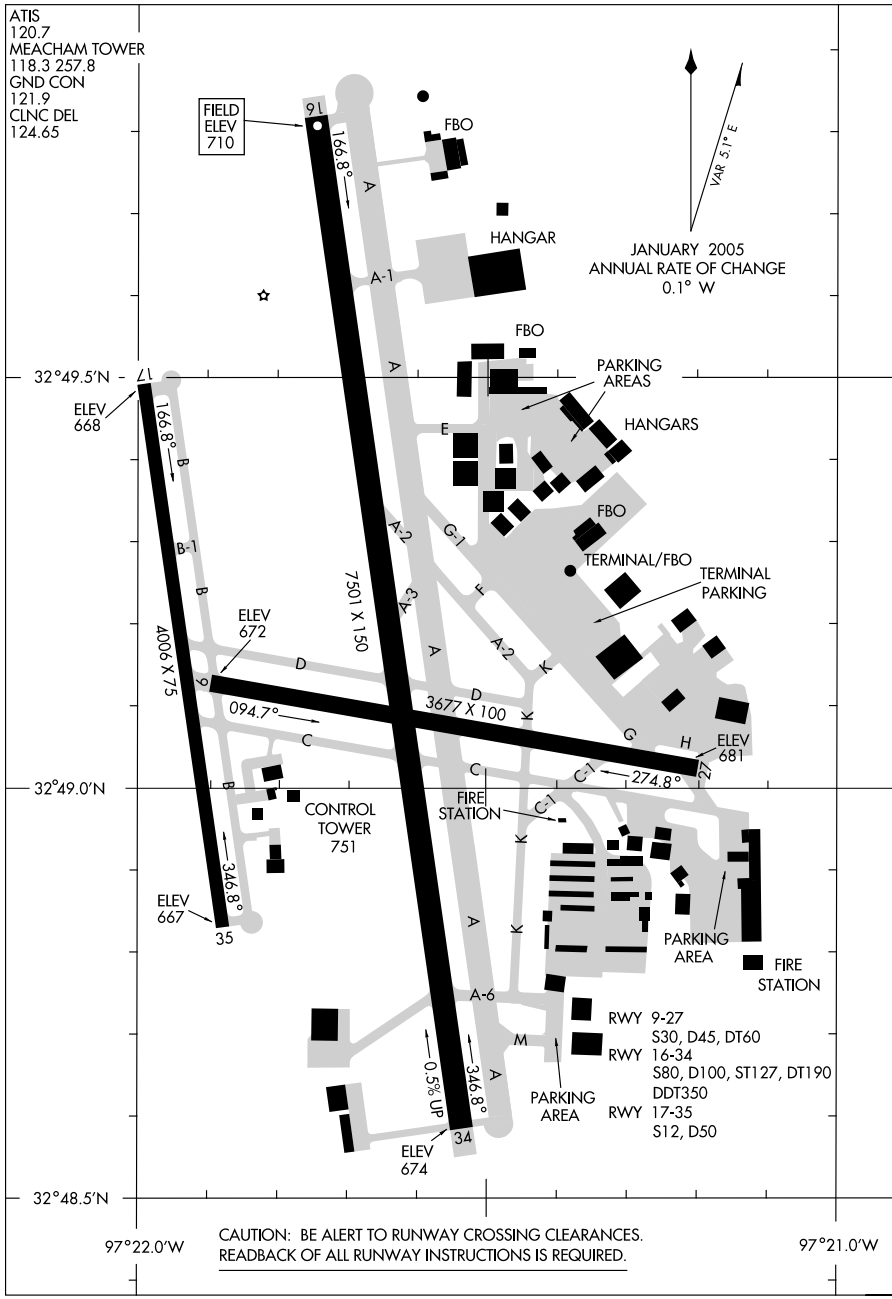
FORT WORTH, TEXAS
FORT WORTH ALLIANCE (AFW)

10042

# AIRPORT DIAGRAM

AL-159 (FAA)

FORT WORTH MEACHAM INTL (FTW)
FORT WORTH, TEXAS




AIRPORT DIAGRAM
10042

FORT WORTH, TEXAS
FORT WORTH MEACHAM INTL (FTW)

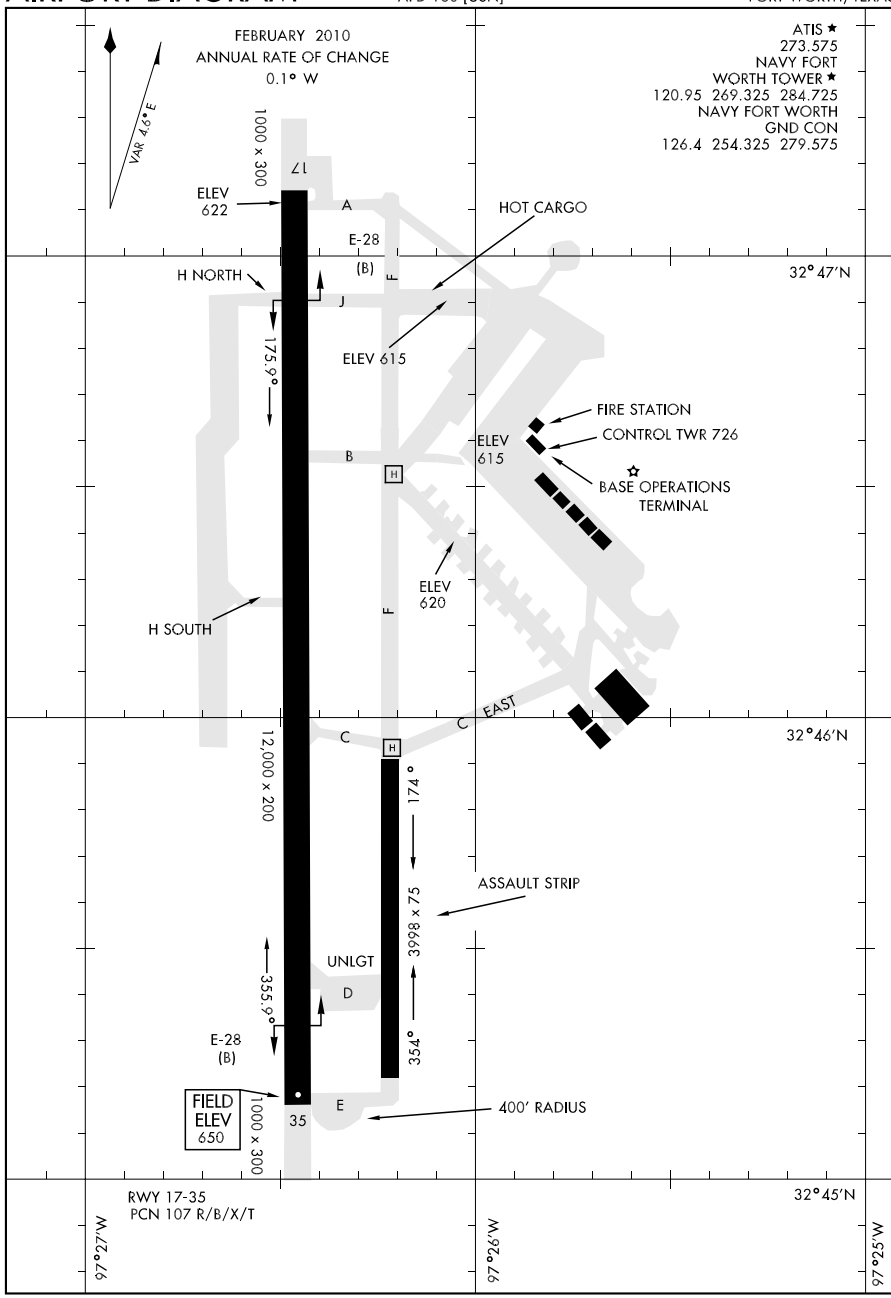
10014

# AIRPORT DIAGRAM

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

AFD-160 [USN]

FORT WORTH, TEXAS




# AIRPORT DIAGRAM

FORT WORTH, TEXAS

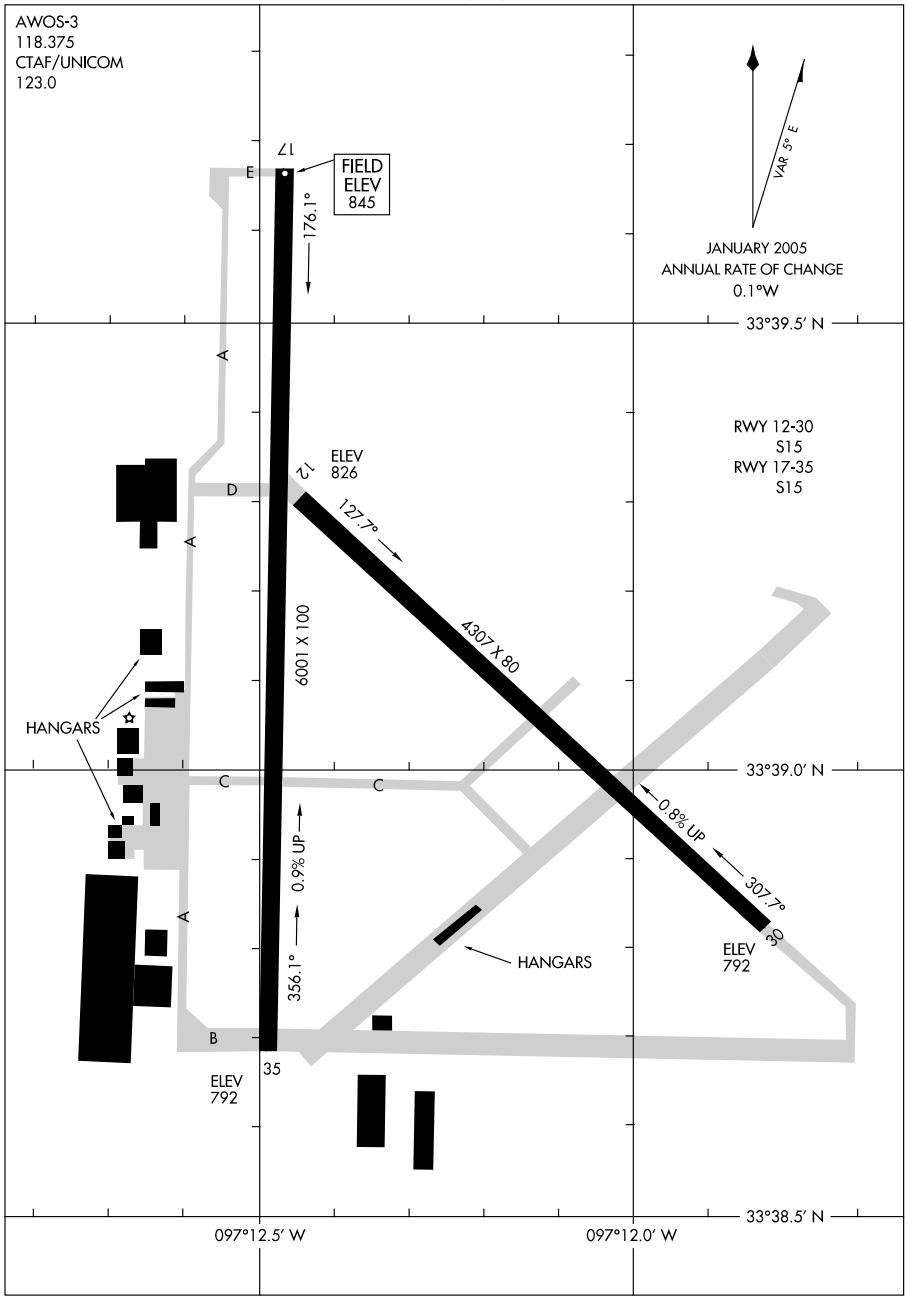
FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

09127

# AIRPORT DIAGRAM

AL-6113 (FAA)

GAINESVILLE MUNI (GLE)
GAINESVILLE, TEXAS




# AIRPORT DIAGRAM

09127

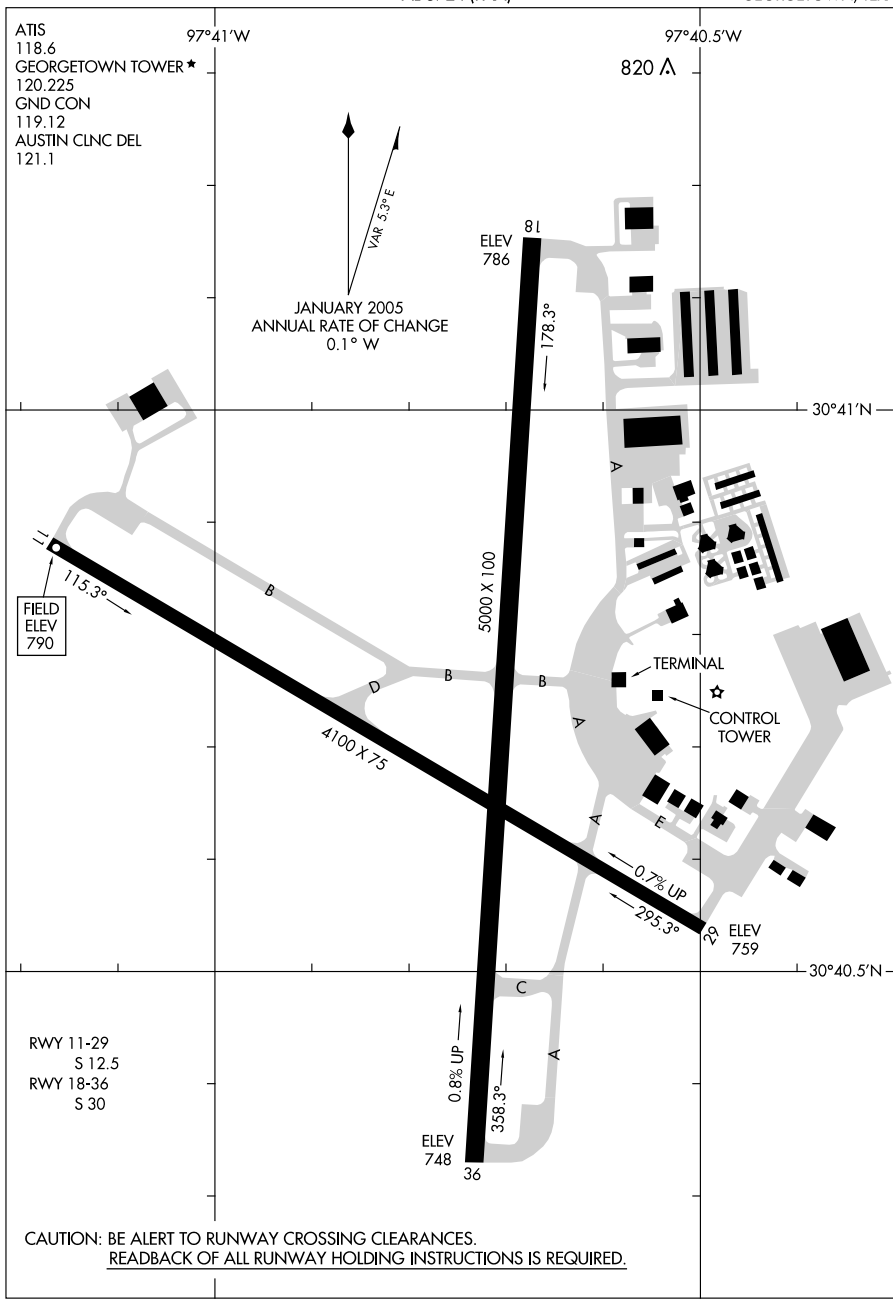
GAINESVILLE, TEXAS
GAINESVILLE MUNI (GLE)

08157

# AIRPORT DIAGRAM

AL-5724 (FAA)

GEORGETOWN MUNI (GTU)
GEORGETOWN, TEXAS




# AIRPORT DIAGRAM

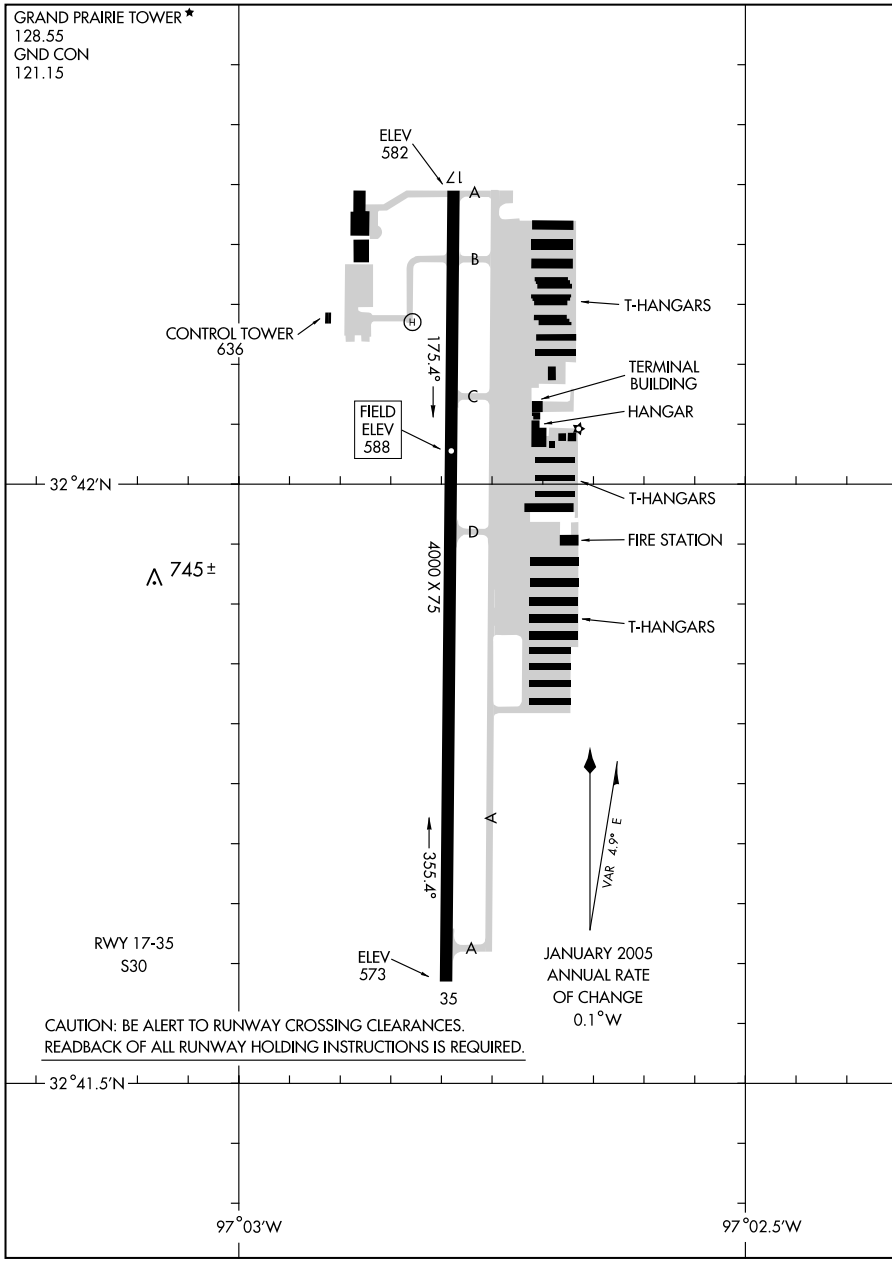
08157

GEORGETOWN, TEXAS
GEORGETOWN MUNI (GTU)

06327

# AIRPORT DIAGRAM

GRAND PRAIRIE / GRAND PRAIRIE MUNI (GPM)
AL-9209 (FAA)
GRAND PRAIRIE, TEXAS




# AIRPORT DIAGRAM

06327

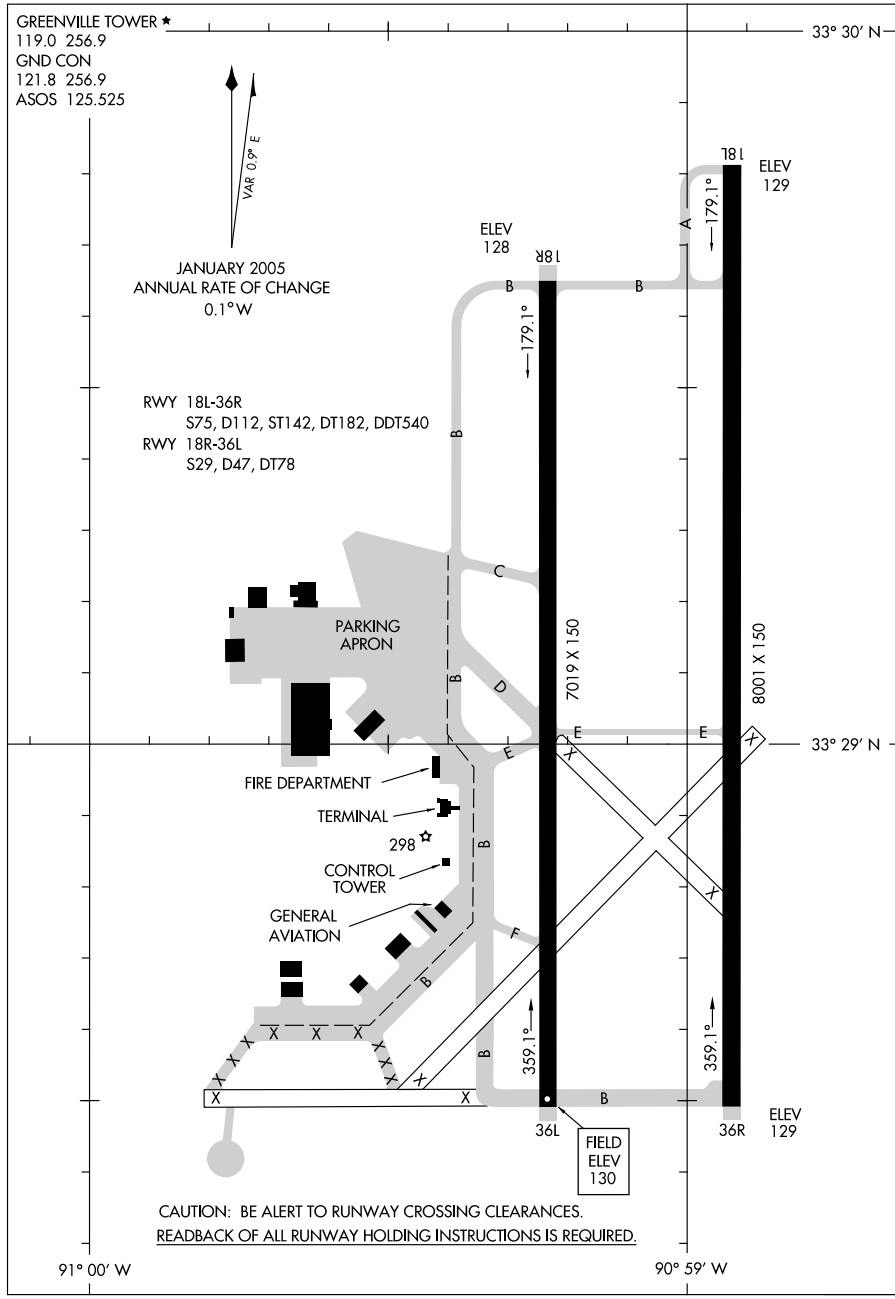
GRAND PRAIRIE, TEXAS
GRAND PRAIRIE MUNI (GPM)

07354

# AIRPORT DIAGRAM

GREENVILLE/MID DELTA RGNL (GLH)
GREENVILLE, MISSISSIPPI

AL-572 (FAA)




AIRPORT DIAGRAM

GREENVILLE, MISSISSIPPI
GREENVILLE/MID DELTA RGNL (GLH)

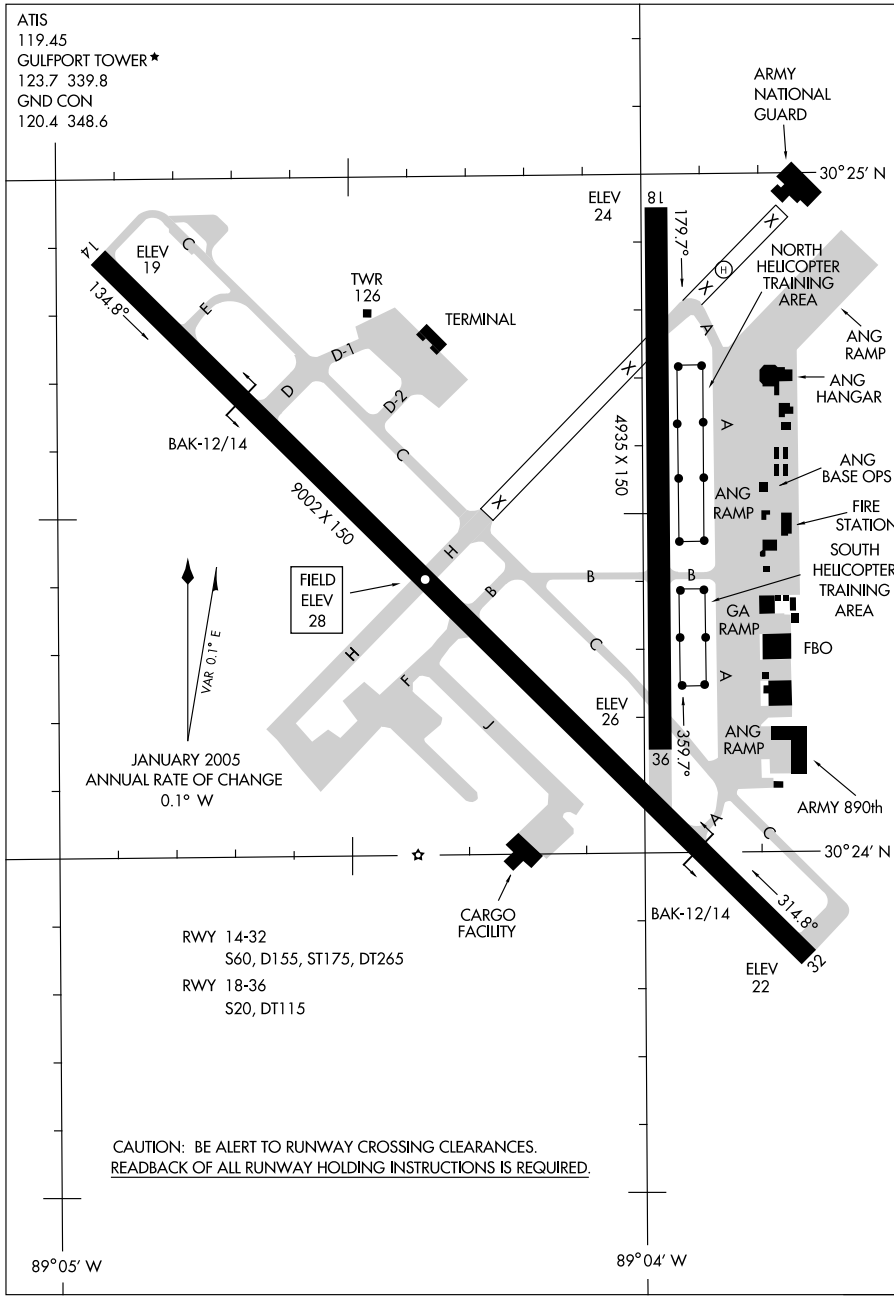
07354

10098

# AIRPORT DIAGRAM

AL-576 (FAA)

GULFPORT-BILOXI INTL (GPT)
GULFPORT, MISSISSIPPI




AIRPORT DIAGRAM
10098

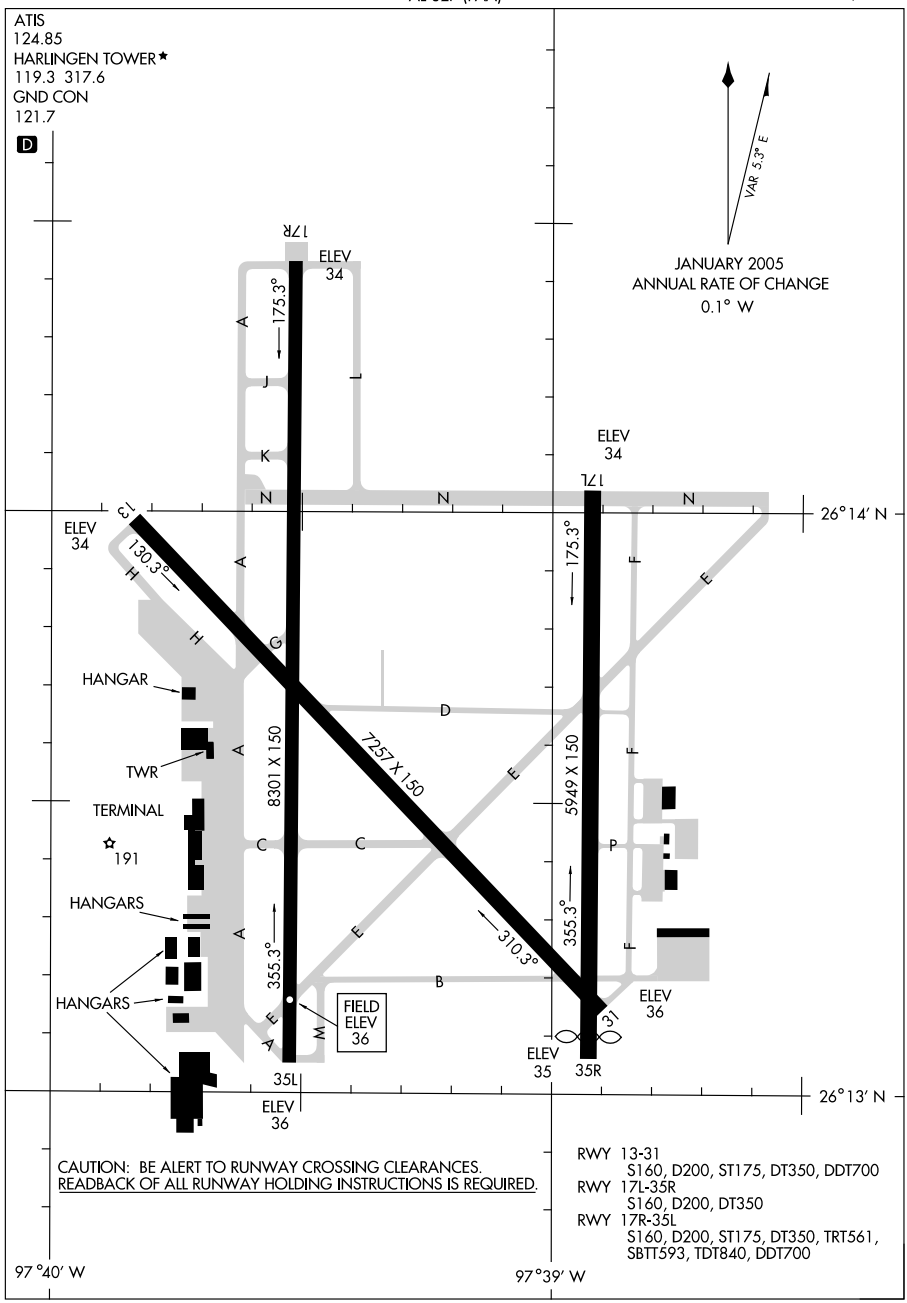
GULFPORT, MISSISSIPPI
GULFPORT-BILOXI INTL (GPT)

10098

# AIRPORT DIAGRAM

AL-827 (FAA)

HARLINGEN/ VALLEY INTL (HRL)
HARLINGEN, TEXAS




AIRPORT DIAGRAM
10098
HARLINGEN, TEXAS
HARLINGEN/ VALLEY INTL (HRL)

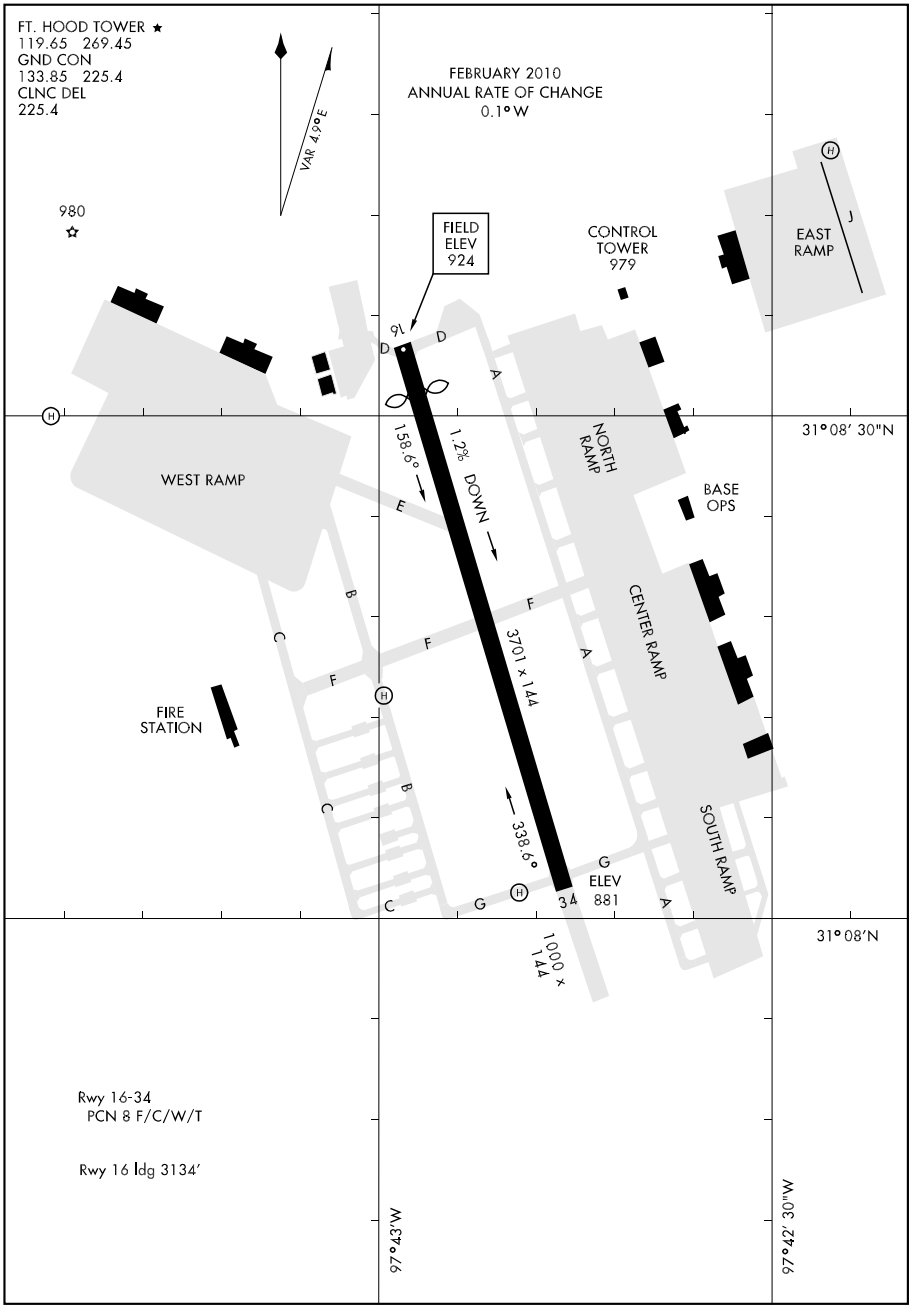
10042

HOOD AAF (KHLR)

# AIRPORT DIAGRAM

AFD-5031 [USA]

FT HOOD, TEXAS




# AIRPORT DIAGRAM

FT HOOD, TEXAS

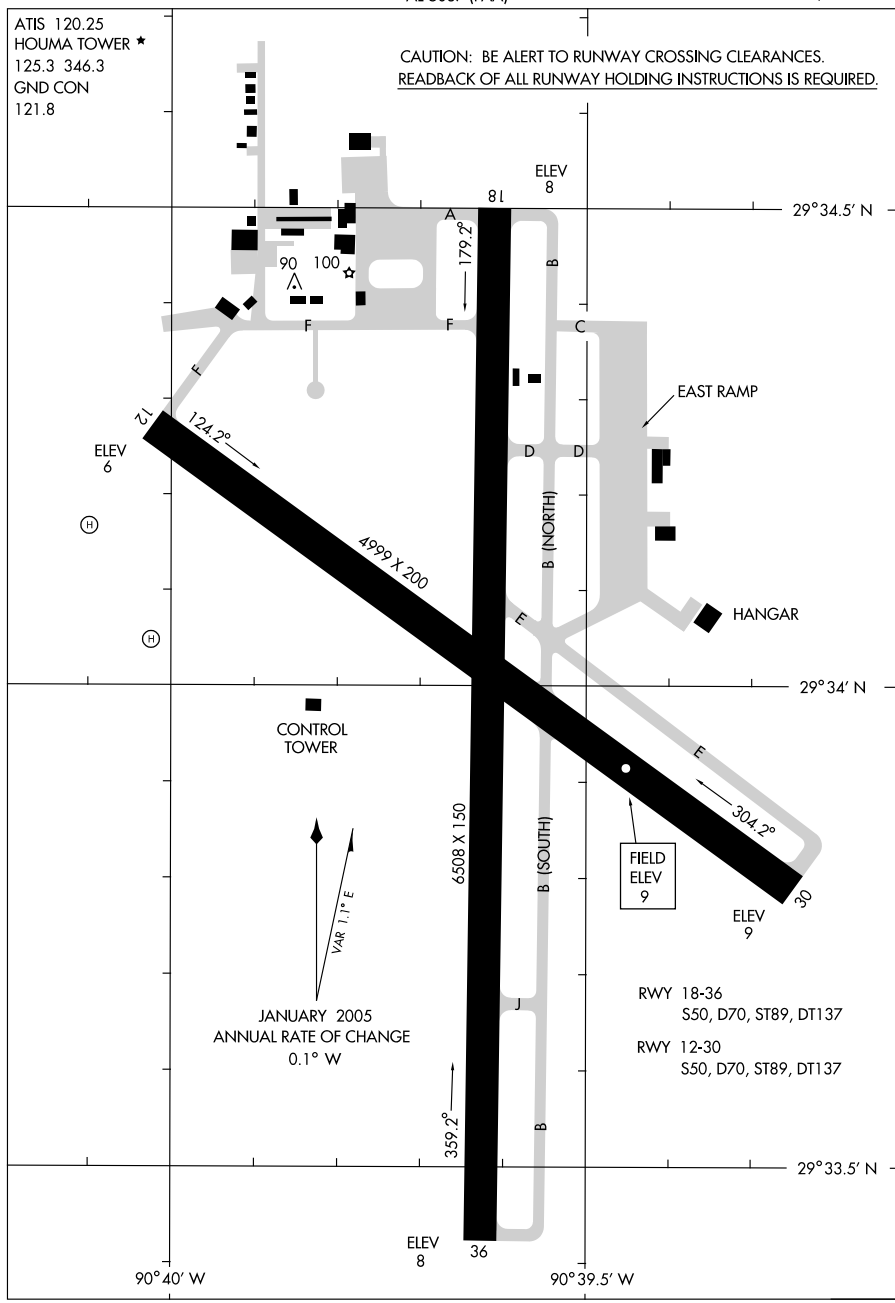
HOOD AAF (KHLR)

06327

# AIRPORT DIAGRAM

AL-5037 (FAA)

HOUMA-TERREBONNE (HUM)
HOUMA, LOUISIANA




AIRPORT DIAGRAM

06327

HOUMA, LOUISIANA
HOUMA-TERREBONNE (HUM)

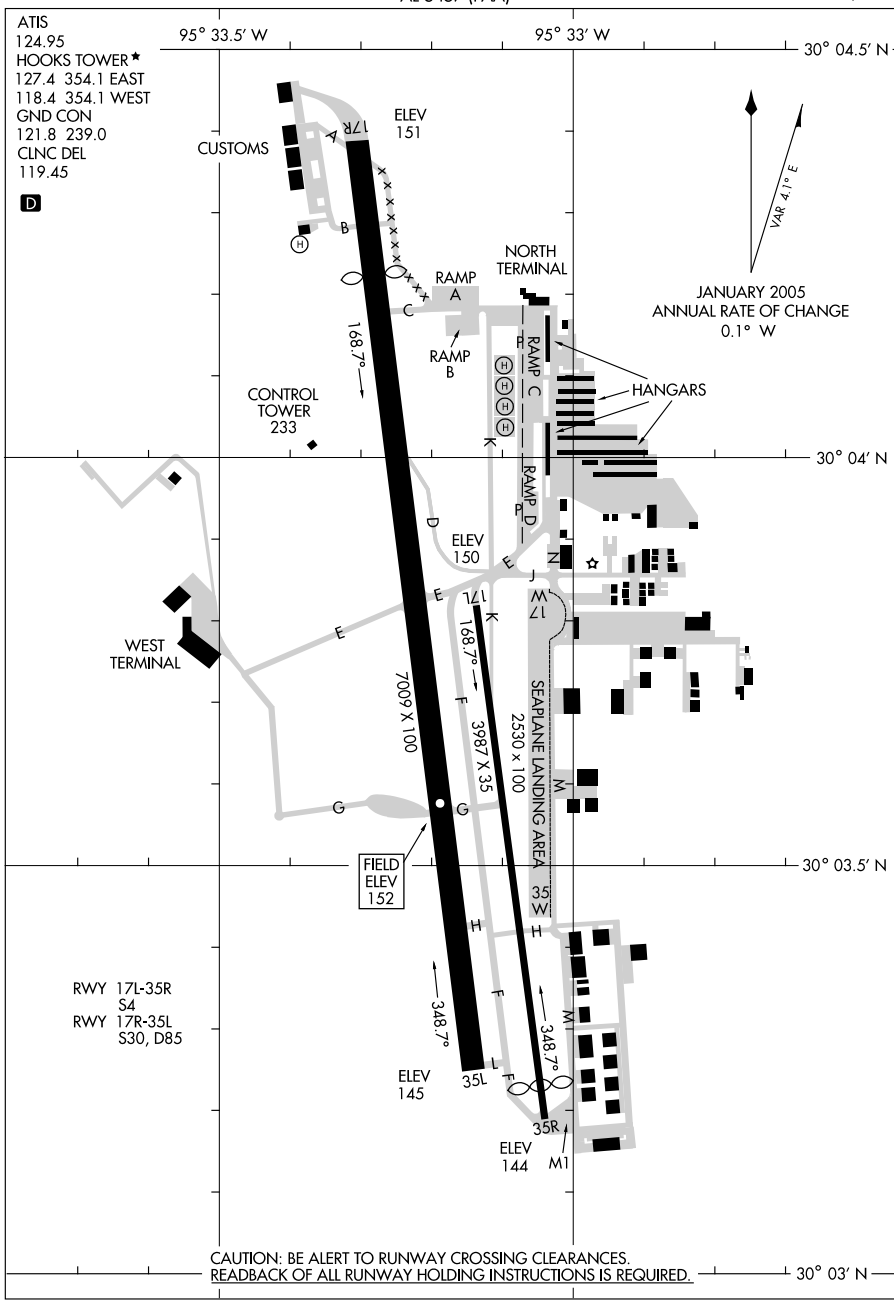
09071

# AIRPORT DIAGRAM

## HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

AL-5457 (FAA)

HOUSTON, TEXAS



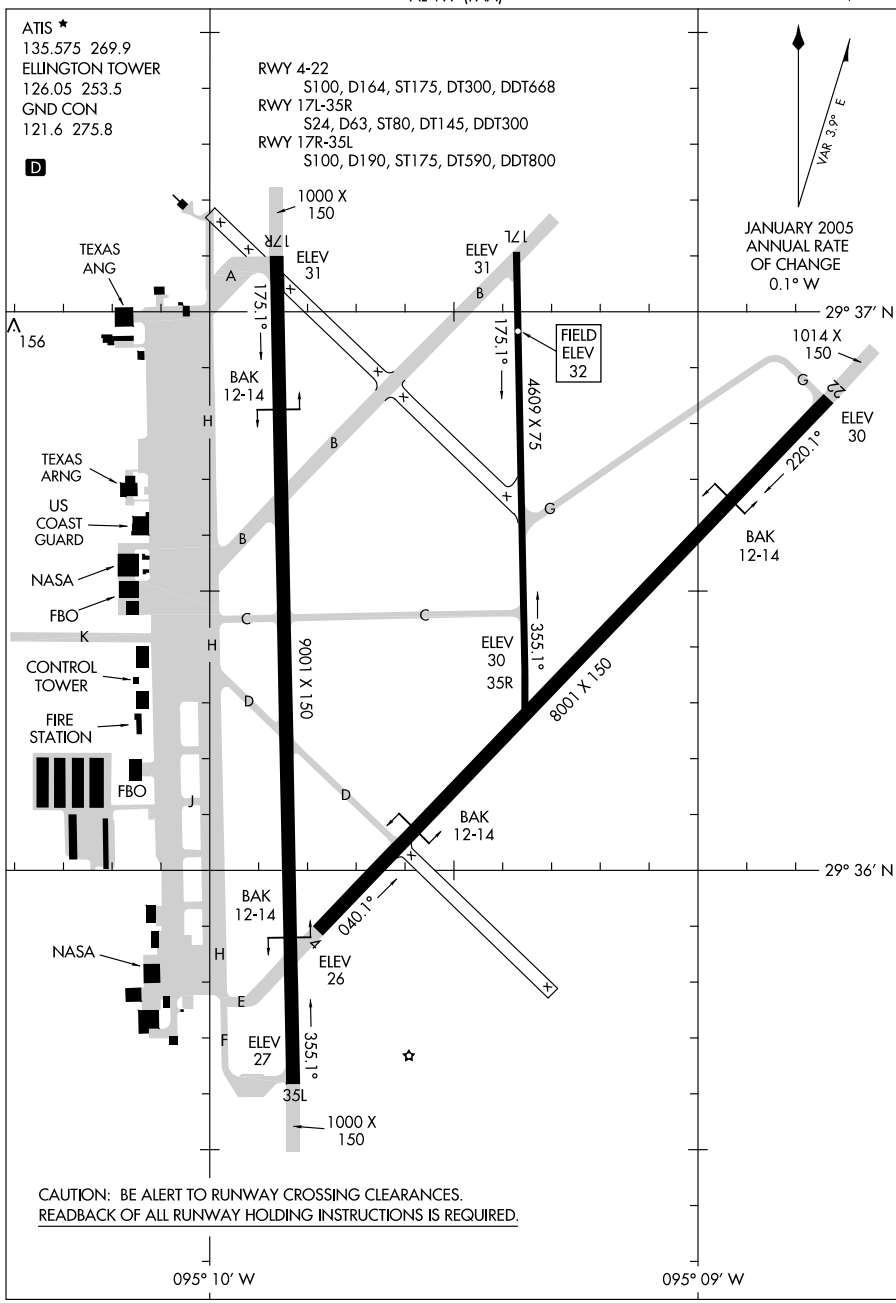

AIRPORT DIAGRAM
09071
HOUSTON, TEXAS
HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

09239

# AIRPORT DIAGRAM

HOUSTON/ ELLINGTON FIELD (EFD)
HOUSTON, TEXAS

AL-197 (FAA)




# AIRPORT DIAGRAM

09239

HOUSTON, TEXAS
HOUSTON/ ELLINGTON FIELD (EFD)

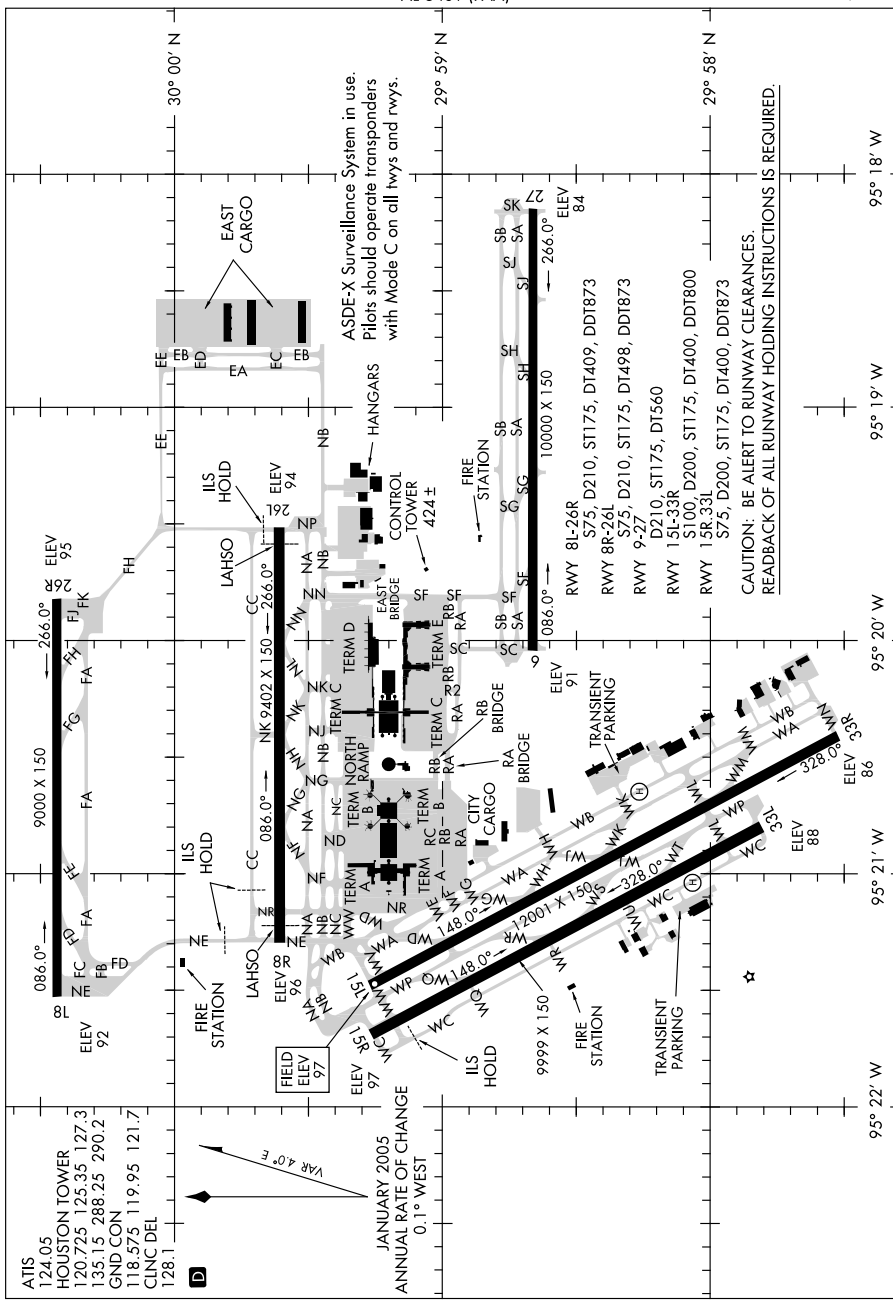
09351

# AIRPORT DIAGRAM

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

AL-5461 (FAA)

HOUSTON, TEXAS




# AIRPORT DIAGRAM

HOUSTON, TEXAS

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

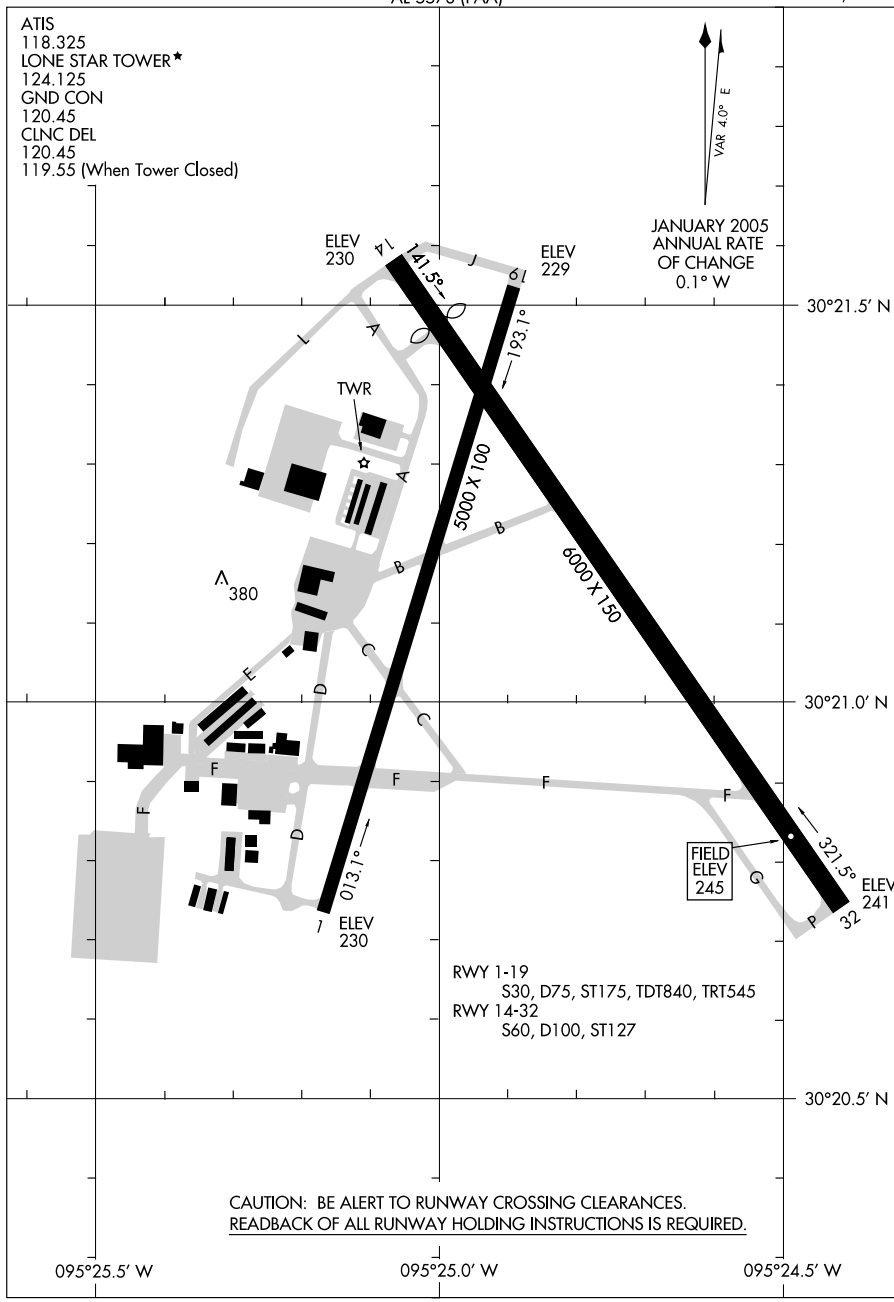
09351

10042

# AIRPORT DIAGRAM

HOUSTON/ LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS

AL-5573 (FAA)



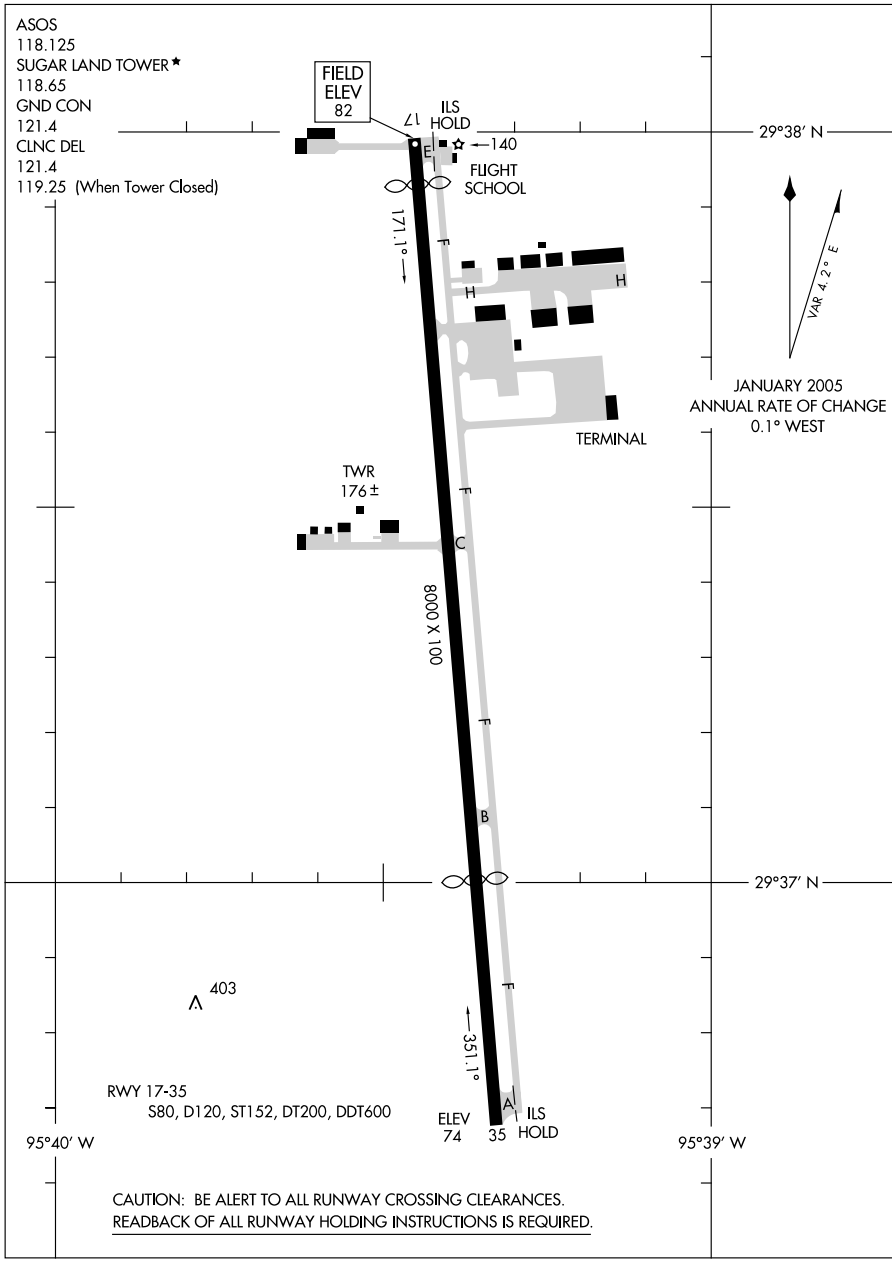

AIRPORT DIAGRAM
10042
HOUSTON, TEXAS
HOUSTON/ LONE STAR EXECUTIVE (CXO)

09295

# AIRPORT DIAGRAM

AL-5537 (FAA)

HOUSTON/ SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS




# AIRPORT DIAGRAM

09295

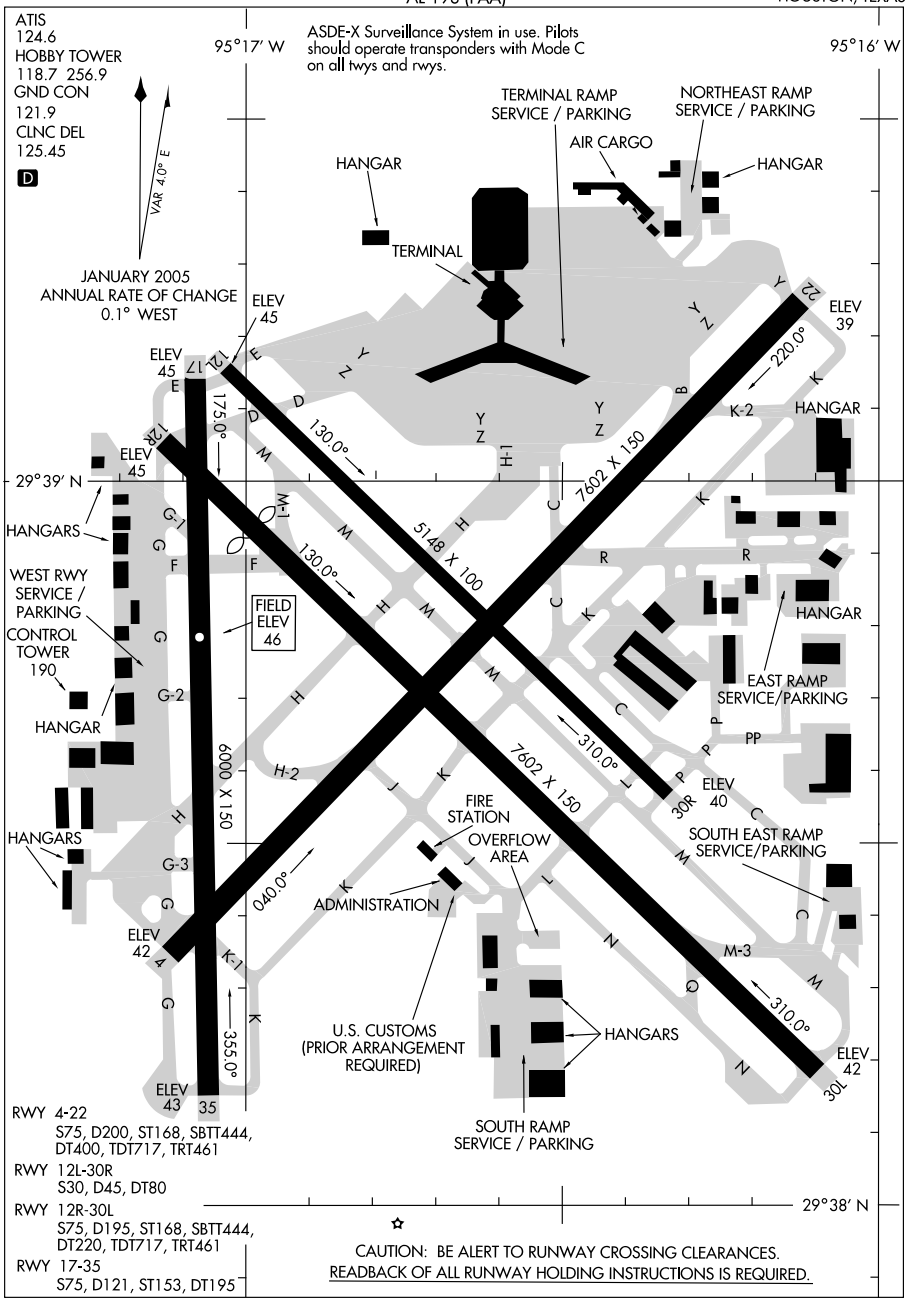
HOUSTON, TEXAS
HOUSTON/ SUGAR LAND RGNL (SGR)

09351

# AIRPORT DIAGRAM

HOUSTON/WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

AL-198 (FAA)




AIRPORT DIAGRAM
09351

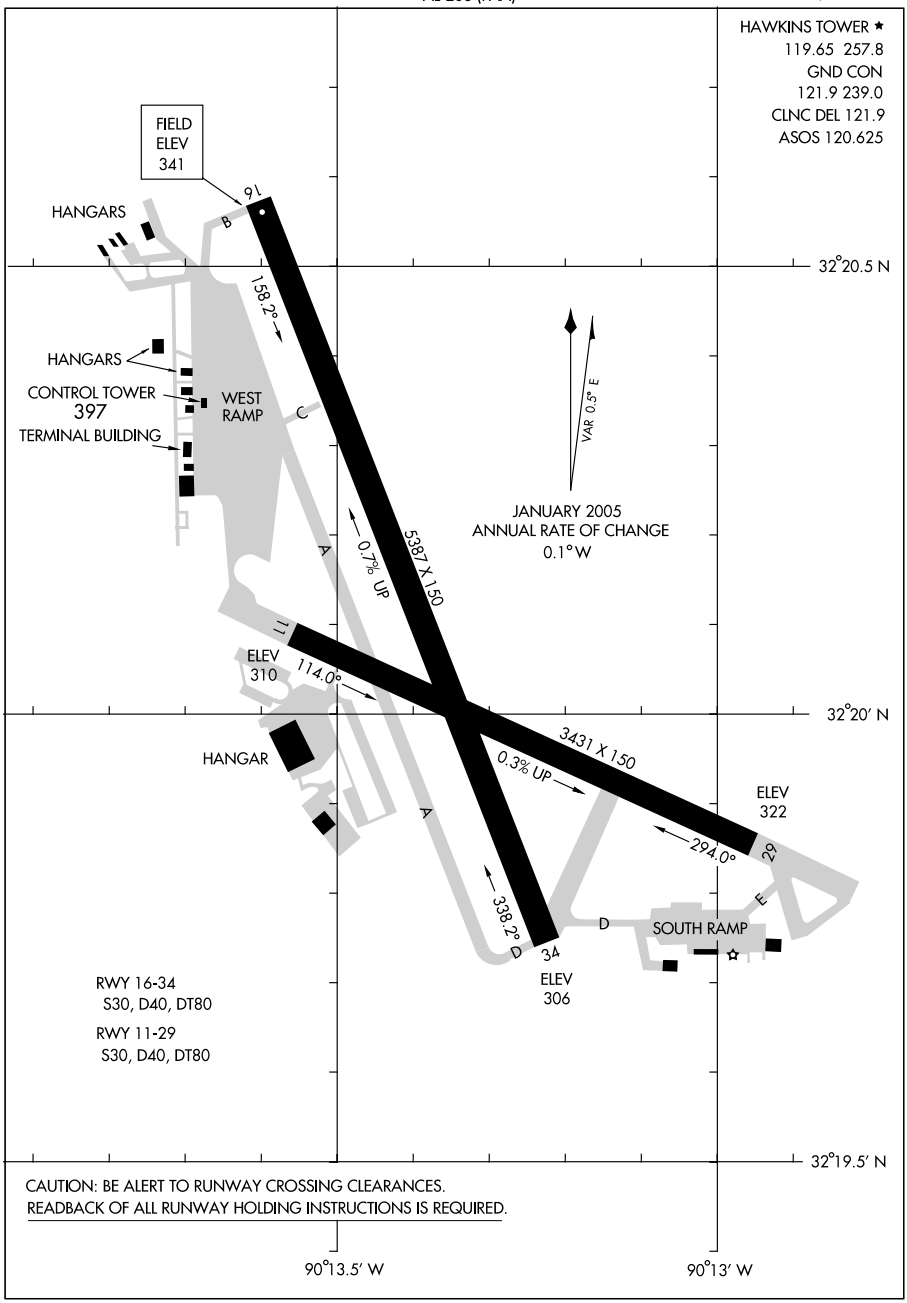
HOUSTON, TEXAS
HOUSTON/WILLIAM P. HOBBY (HOU)

08101

# AIRPORT DIAGRAM

JACKSON/HAWKINS FIELD (HKS)
JACKSON, MISSISSIPPI

AL-206 (FAA)




# AIRPORT DIAGRAM

08101

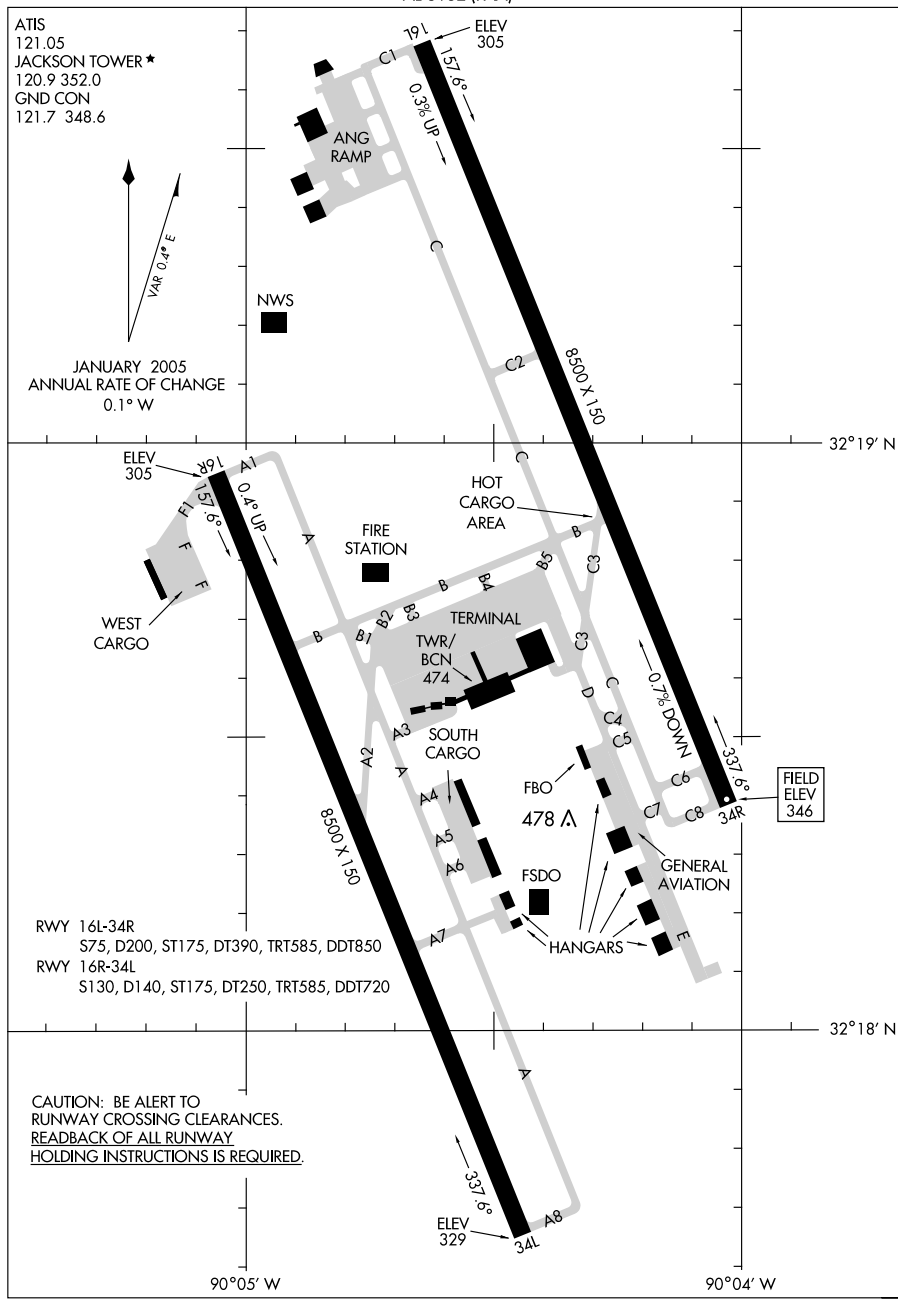
JACKSON, MISSISSIPPI
JACKSON/HAWKINS FIELD (HKS)

10154

# AIRPORT DIAGRAM

JACKSON-EVERS INTL (JAN)
JACKSON, MISSISSIPPI

AL-5132 (FAA)




# AIRPORT DIAGRAM

10154

JACKSON, MISSISSIPPI
JACKSON-EVERS INTL (JAN)

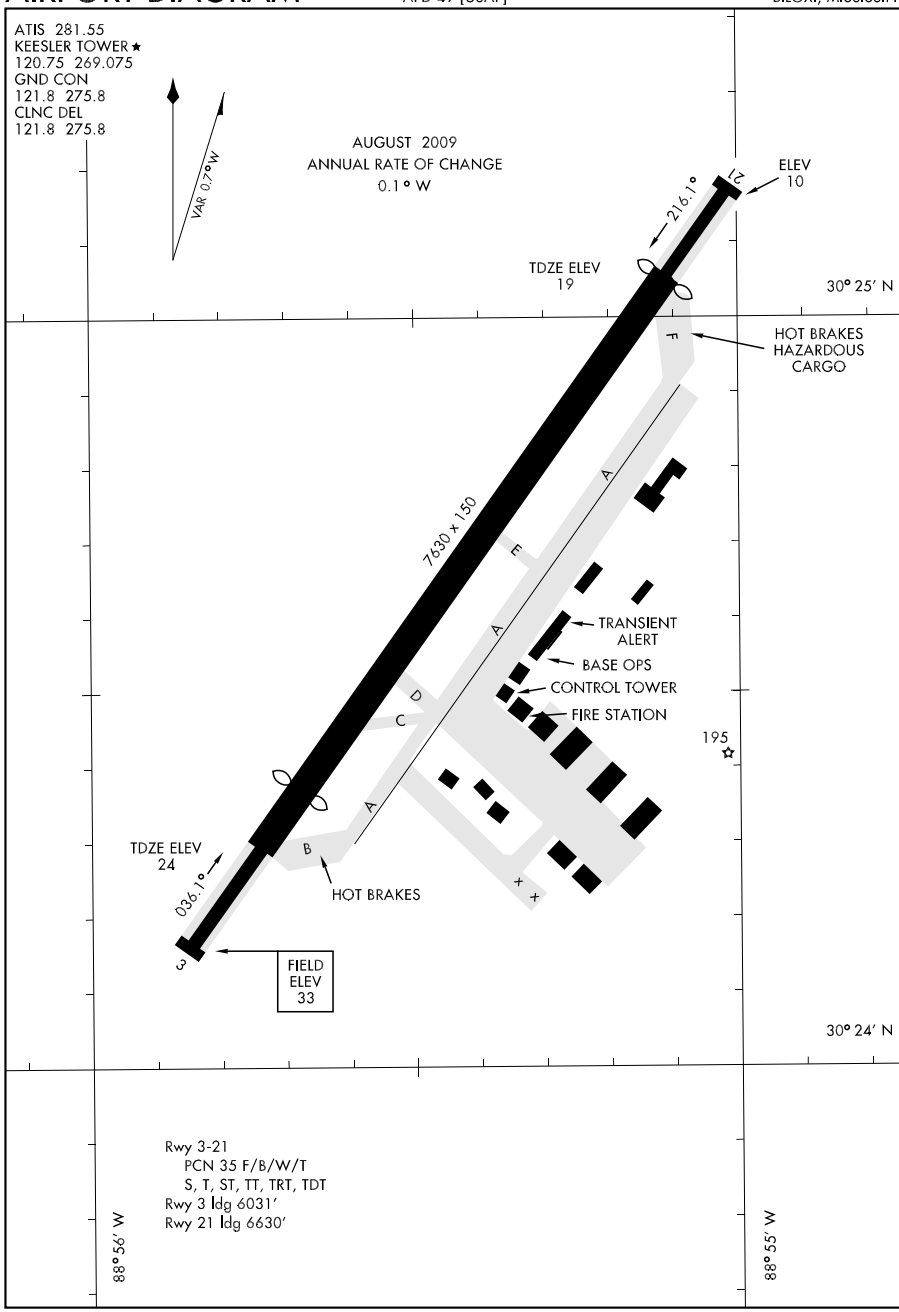
09239

# AIRPORT DIAGRAM

KEESLER AFB (KBIX)

AFD-49 [USAF]

BILOXI, MISSISSIPPI




# AIRPORT DIAGRAM

WGS-84 DATUM

BILOXI, MISSISSIPPI

KEESLER AFB (KBIX)

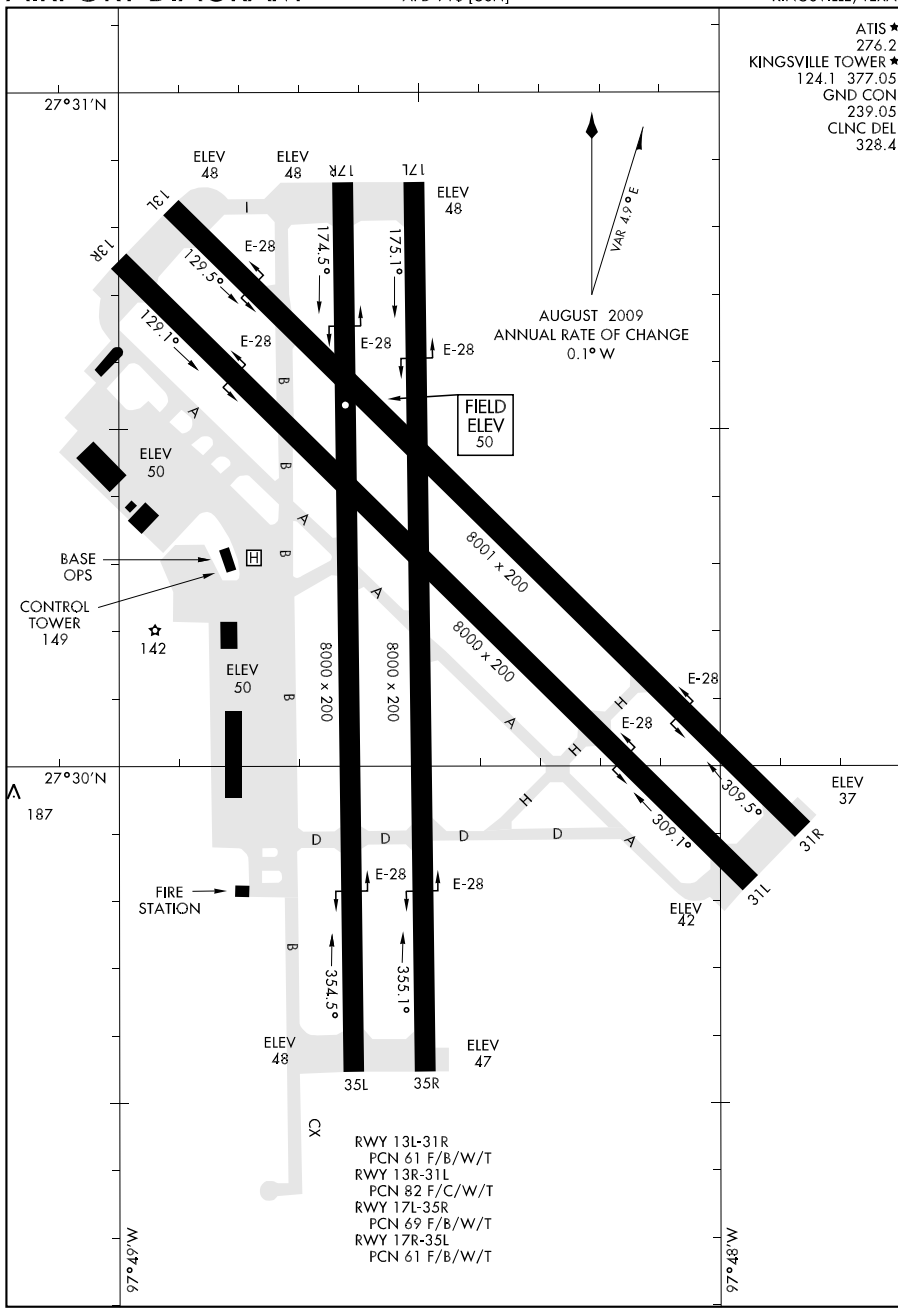
09239

# AIRPORT DIAGRAM

KINGSVILLE NAS (KNQI)

AFD-918 [USN]

KINGSVILLE, TEXAS




# AIRPORT DIAGRAM

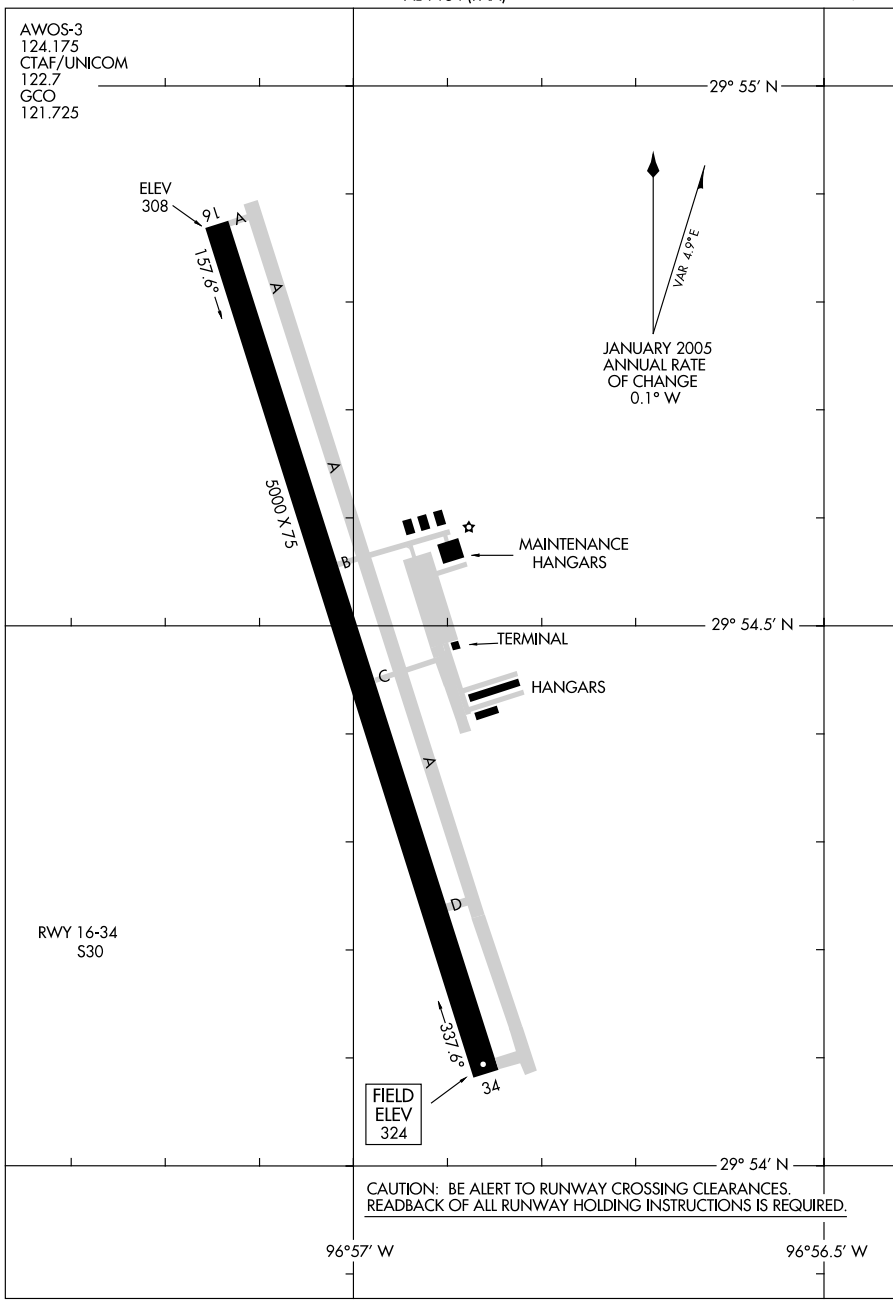
KINGSVILLE, TEXAS

KINGSVILLE NAS (KNQI)

09239

# AIRPORT DIAGRAM

LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)
LA GRANGE, TEXAS
AL-9154 (FAA)




# AIRPORT DIAGRAM

09239

LA GRANGE, TEXAS
LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)

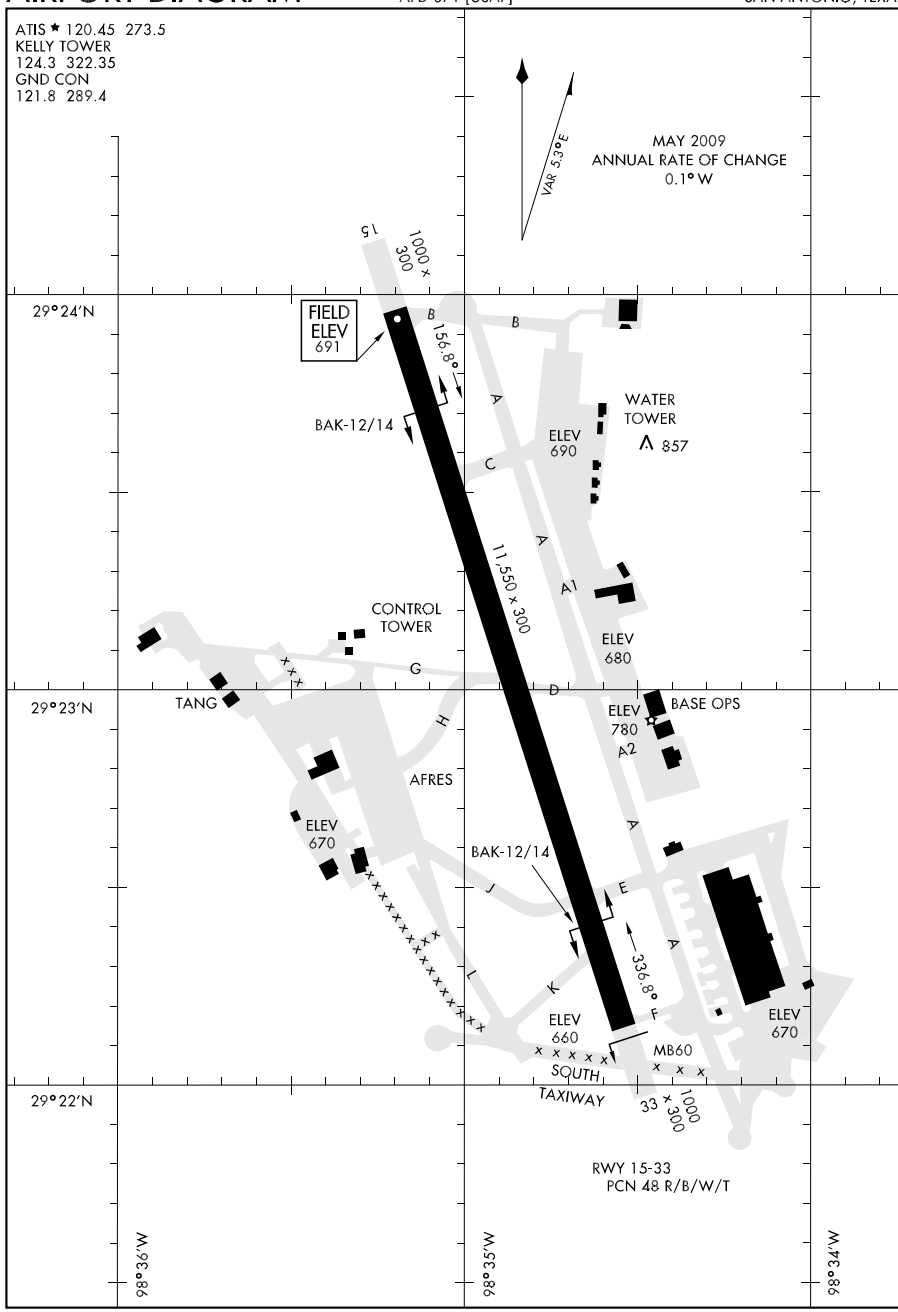
09127

# AIRPORT DIAGRAM

LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

AFD-371 [USAF]

SAN ANTONIO, TEXAS




# AIRPORT DIAGRAM

SAN ANTONIO, TEXAS

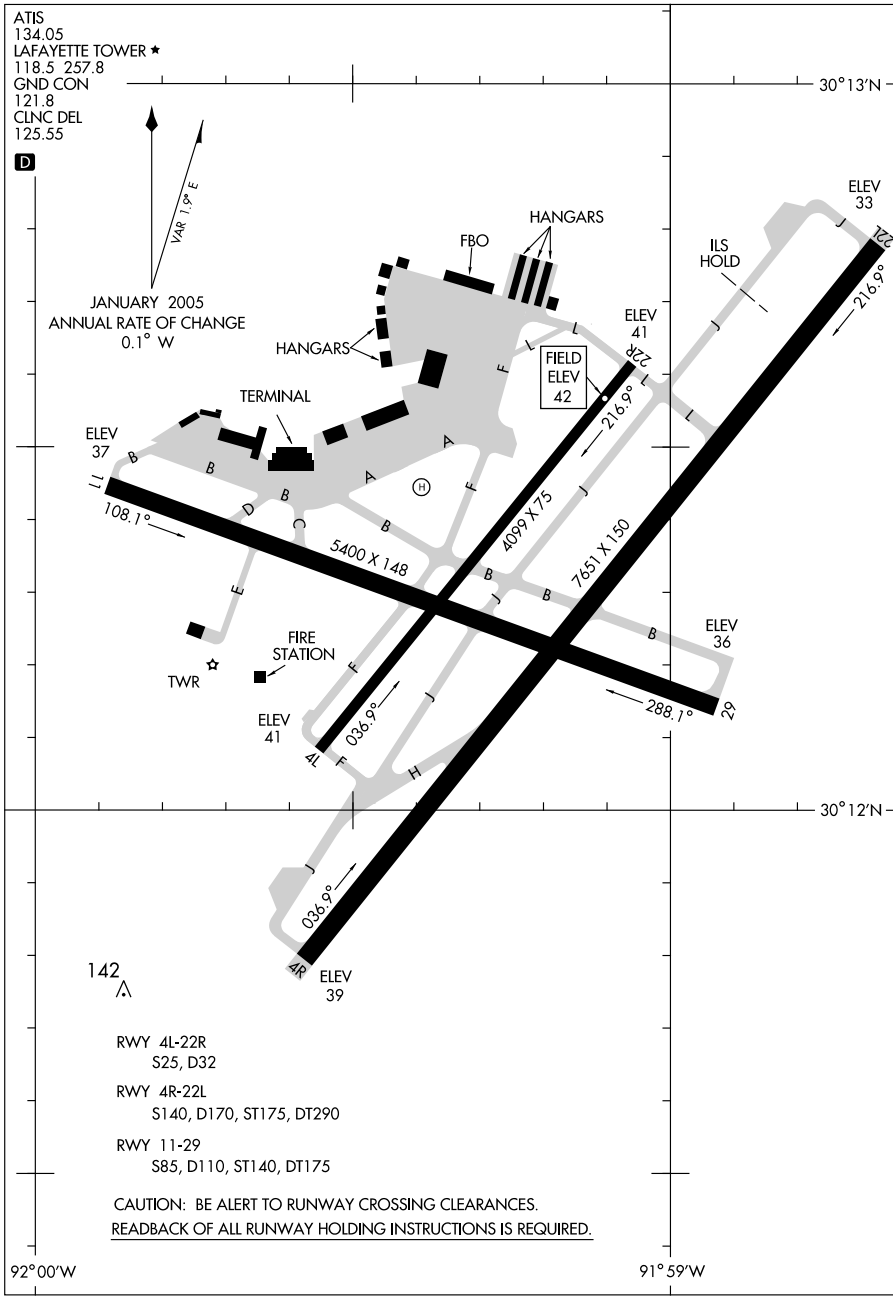
LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

09295

# AIRPORT DIAGRAM

AL-865 (FAA)

LAFAYETTE RGNL (LFT)
LAFAYETTE, LOUISIANA




# AIRPORT DIAGRAM

09295

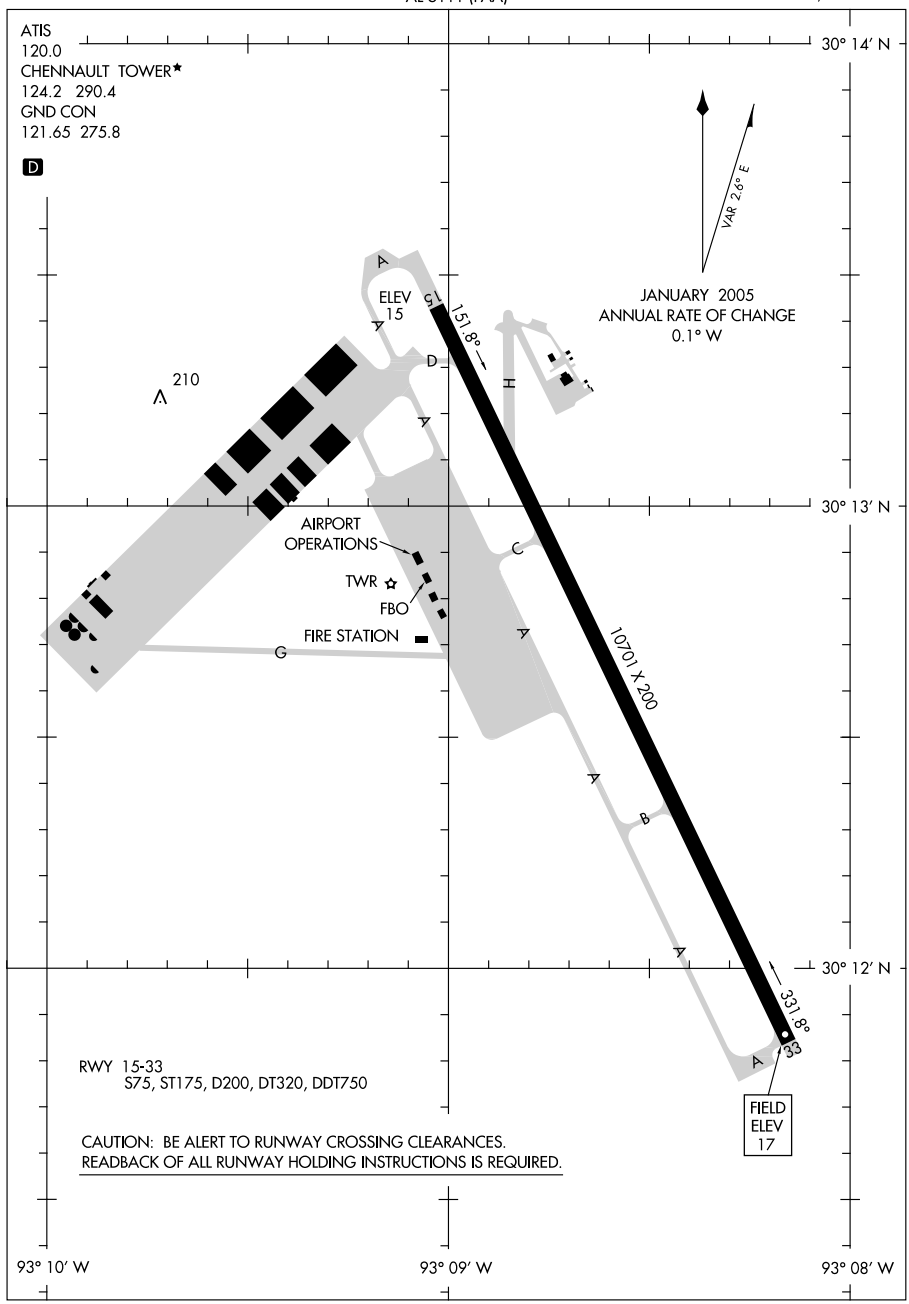
LAFAYETTE, LOUISIANA
LAFAYETTE RGNL (LFT)

10154

# AIRPORT DIAGRAM

AL-5111 (FAA)

LAKE CHARLES/CHENNAULT INTL (CWF)
LAKE CHARLES, LOUISIANA




AIRPORT DIAGRAM
10154

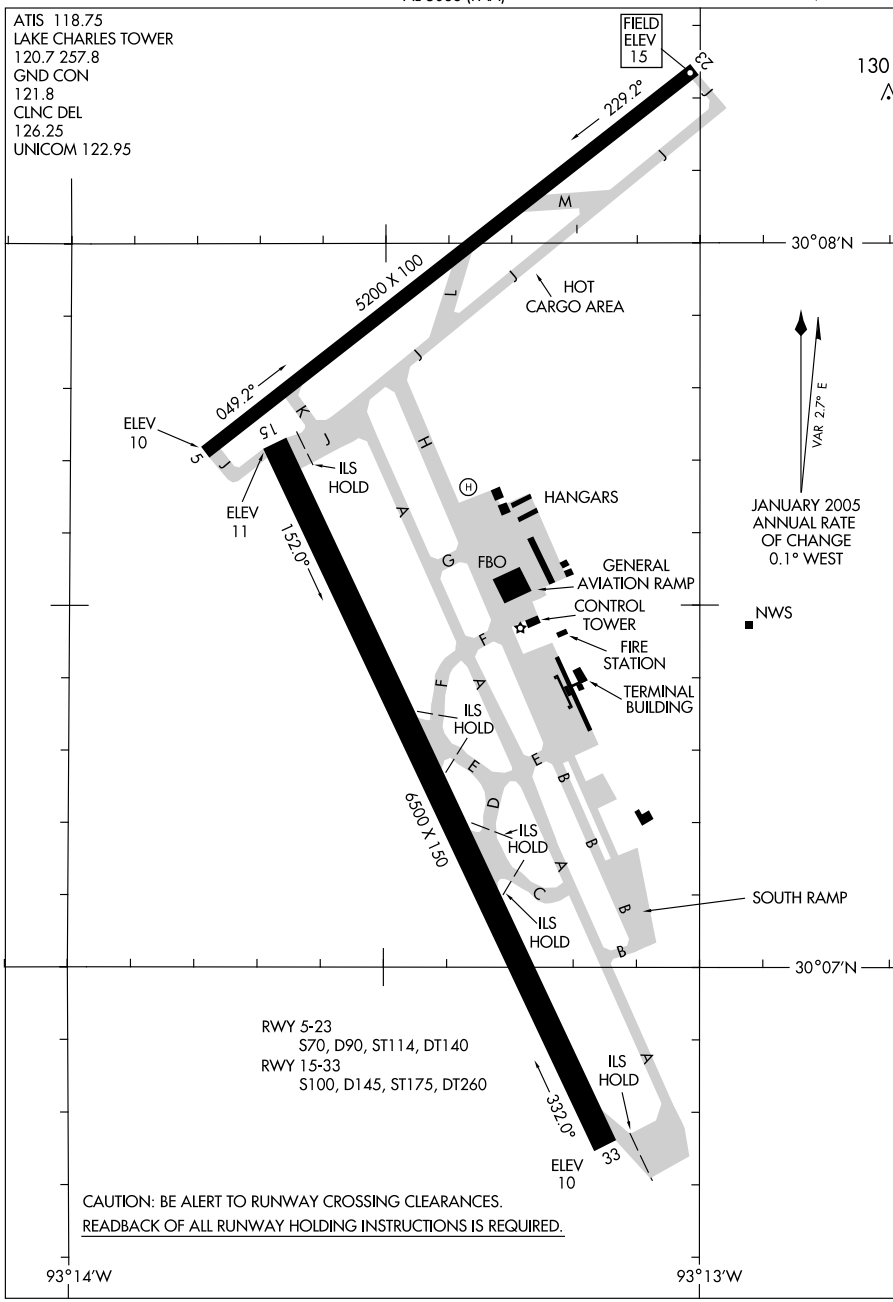
LAKE CHARLES, LOUISIANA
LAKE CHARLES/CHENNAULT INTL (CWF)

08157

# AIRPORT DIAGRAM

AL-5083 (FAA)

LAKE CHARLES RGNL (LCH)
LAKE CHARLES, LOUISIANA



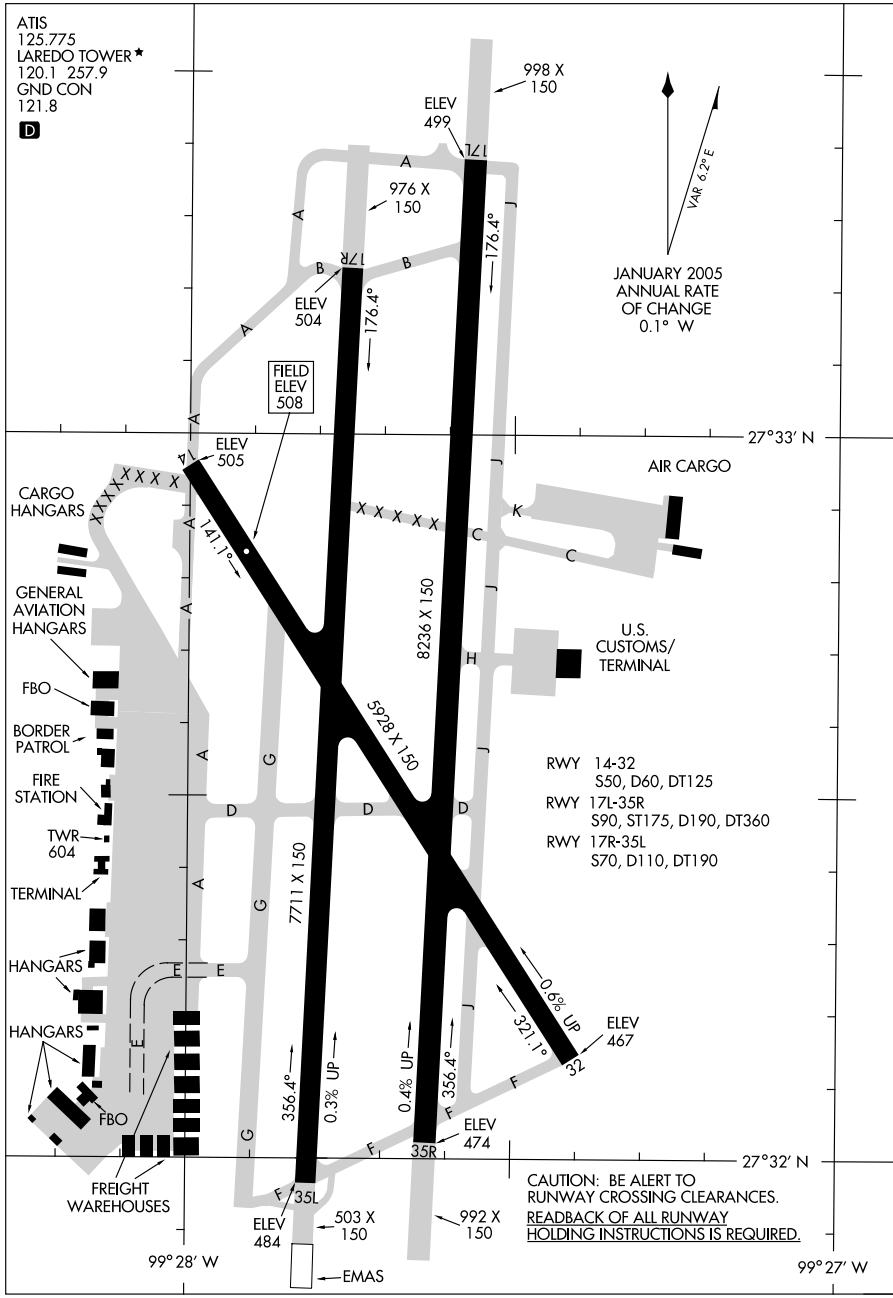

AIRPORT DIAGRAM
08157
LAKE CHARLES, LOUISIANA
LAKE CHARLES RGNL (LCH)

10098

# AIRPORT DIAGRAM

AL-226 (FAA)

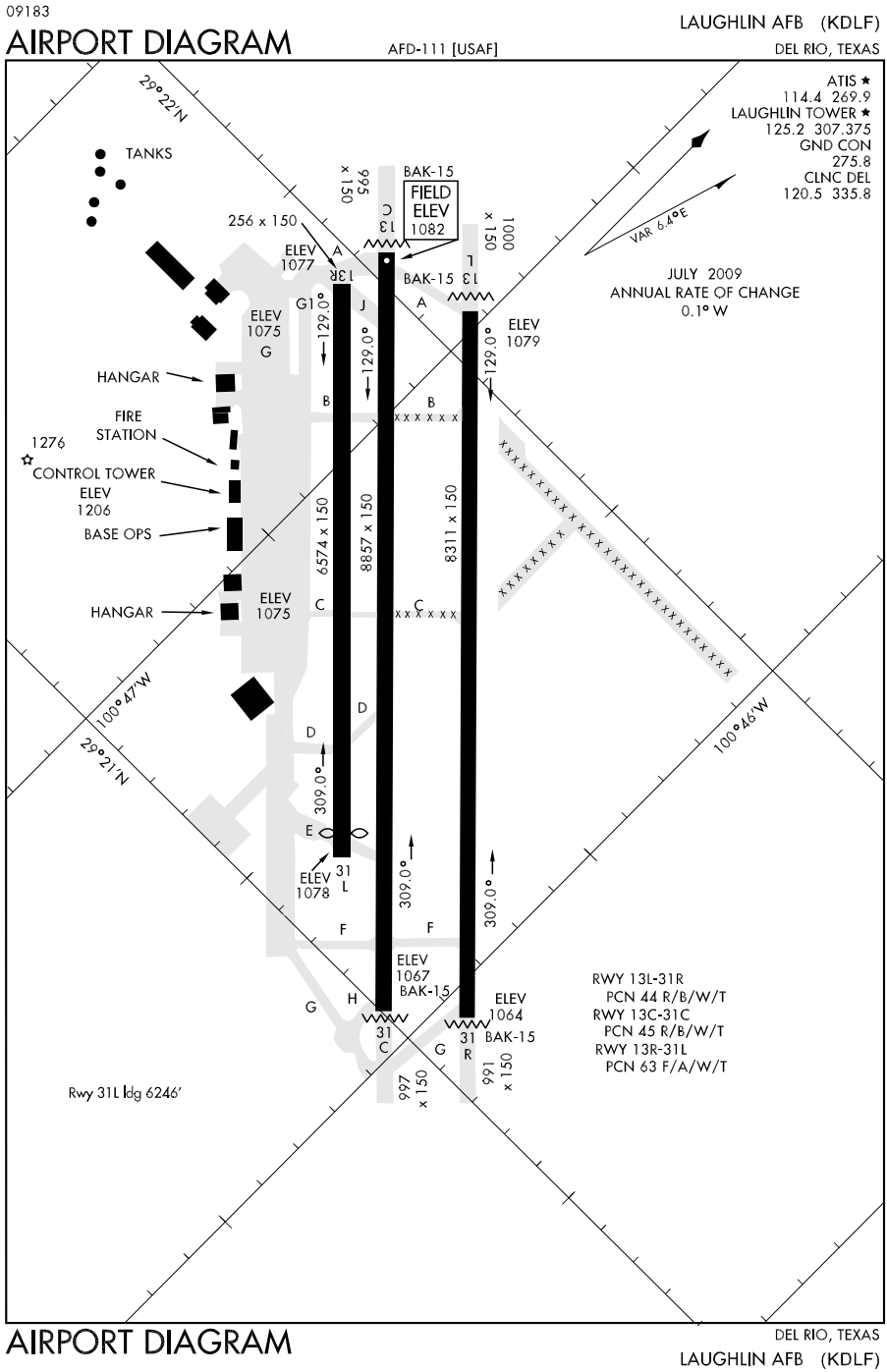
LAREDO INTL (LRD)
LAREDO, TEXAS




# AIRPORT DIAGRAM

10098

LAREDO, TEXAS
LAREDO INTL (LRD)

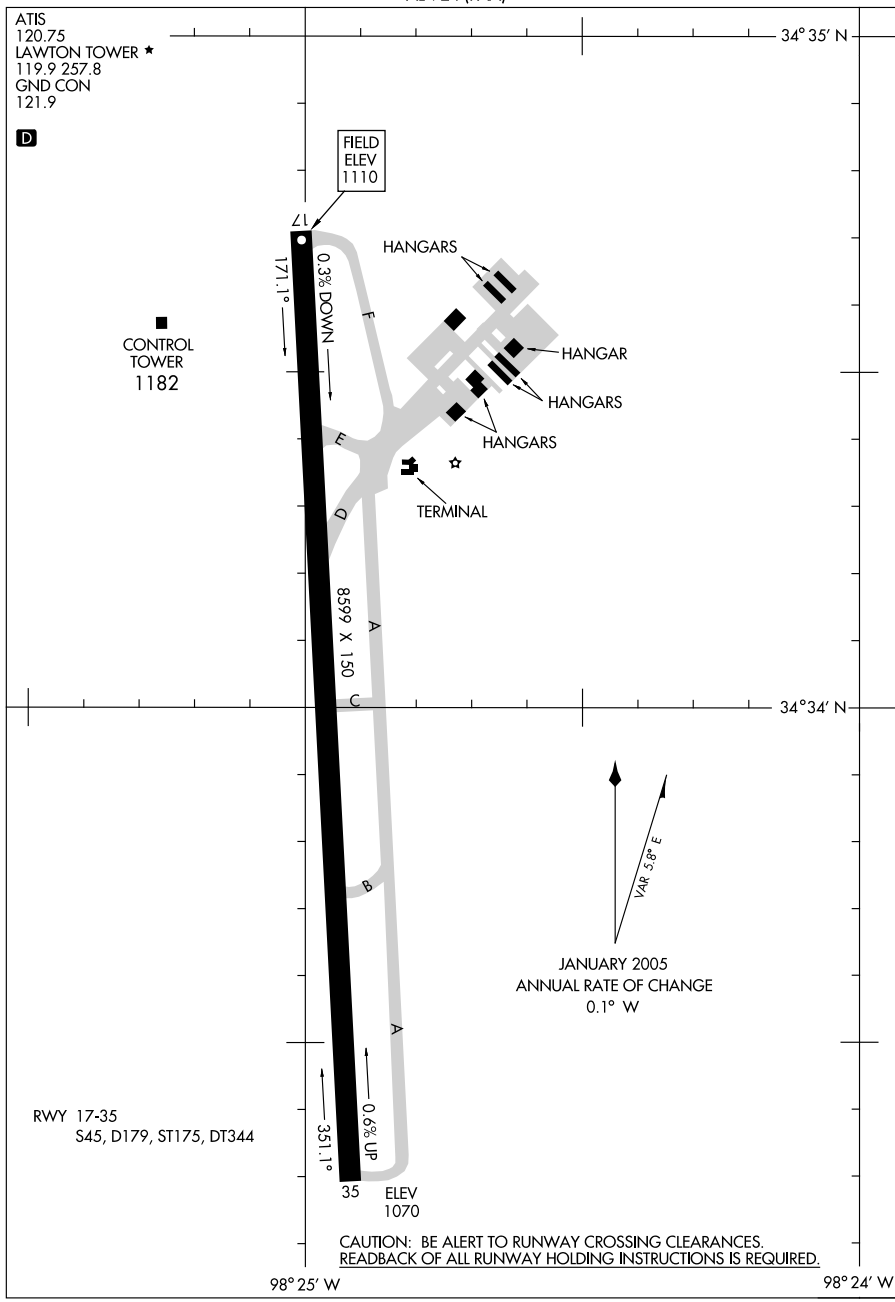

09183
AIRPORT DIAGRAM
AFD-111 [USAF]
LAUGHLIN AFB (KDLF)
DEL RIO, TEXAS
ATIS ★
114.4 269.9
LAUGHLIN TOWER ★
125.2 307.375
GND CON
275.8
CLNC DEL
120.5 335.8
VAR 6.4°E
JULY 2009
ANNUAL RATE OF CHANGE
0.1° W
29°22'N
29°21'N
100°47'W
100°46'W
TANKS
HANGAR
FIRE STATION
1276
CONTROL TOWER
ELEV 1206
BASE OPS
HANGAR
ELEV 1075
ELEV 1075
G
ELEV 1077
256 x 150
BAK-15
FIELD ELEV 1082
995 x 150
1000 x 150
ELEV 1079
BAK-15
129.0°
309.0°
6574 x 150
8857 x 150
8311 x 150
ELEV 1078
31 L
ELEV 1067
BAK-15
ELEV 1064
BAK-15
31 C
31 R
997 x 150
991 x 150
Rwy 31L ldg 6246'
RWY 13L-31R
PCN 44 R/B/W/T
RWY 13C-31C
PCN 45 R/B/W/T
RWY 13R-31L
PCN 63 F/A/W/T
AIRPORT DIAGRAM
DEL RIO, TEXAS
LAUGHLIN AFB (KDLF)

09295

# AIRPORT DIAGRAM

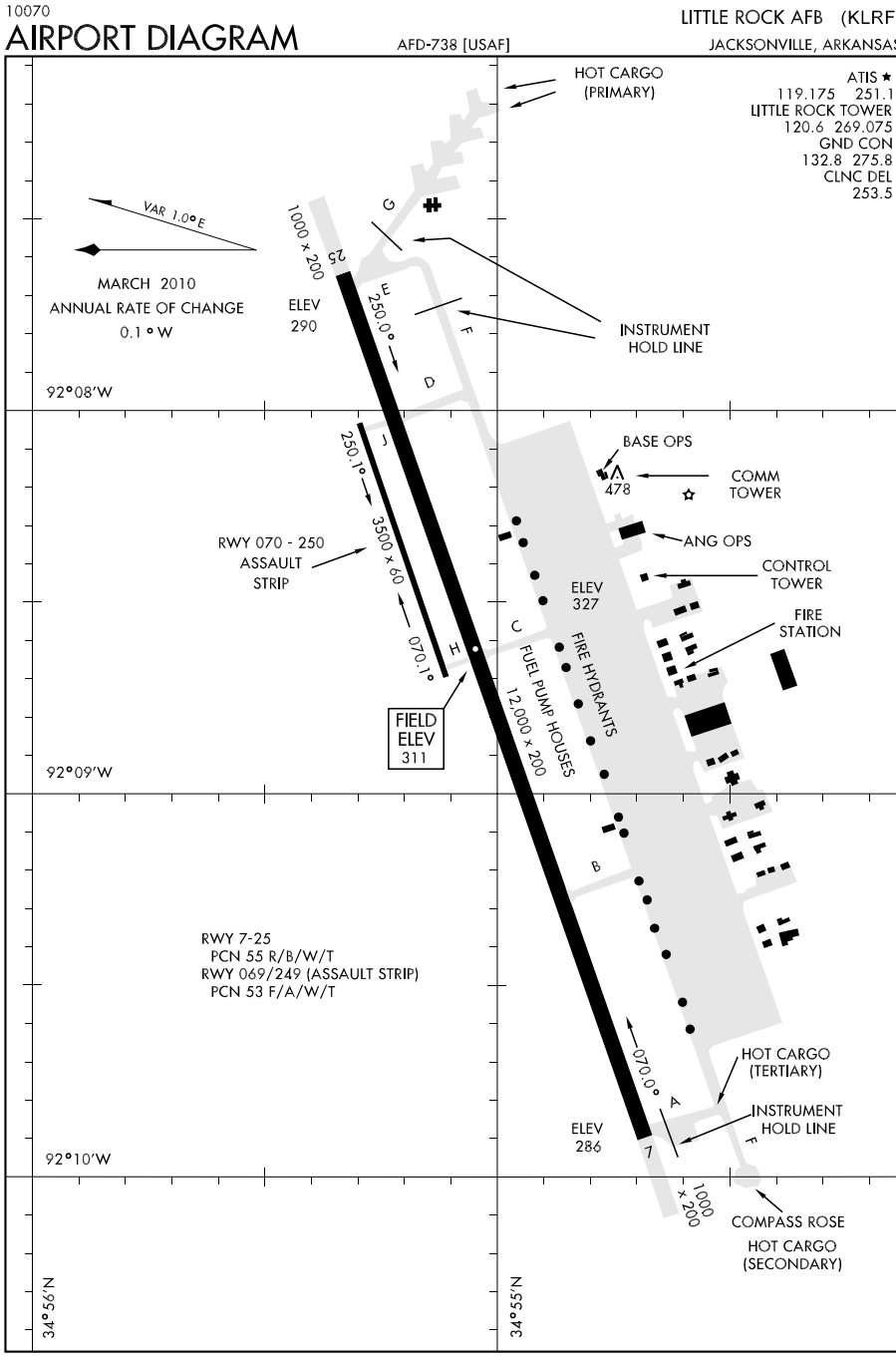
AL-924 (FAA)

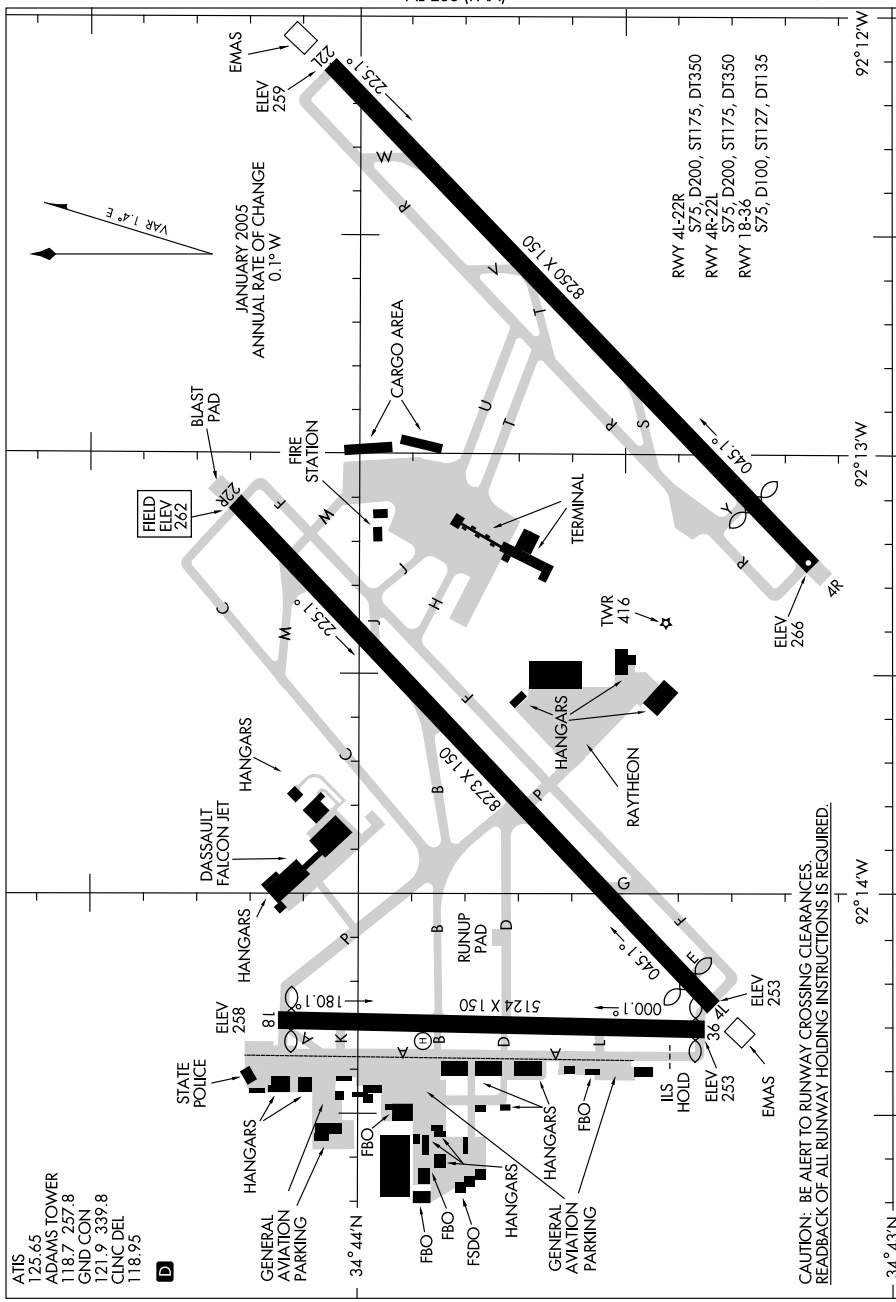
LAWTON-FORT SILL RGNL (LAW)
LAWTON, OKLAHOMA




AIRPORT DIAGRAM
09295

LAWTON, OKLAHOMA
LAWTON-FORT SILL RGNL (LAW)


10070
AIRPORT DIAGRAM
AFD-738 [USAF]
LITTLE ROCK AFB (KLRF)
JACKSONVILLE, ARKANSAS
HOT CARGO (PRIMARY)
ATIS ★ 119.175 251.1
LITTLE ROCK TOWER 120.6 269.075
GND CON 132.8 275.8
CLNC DEL 253.5
VAR 1.0°E
MARCH 2010
ANNUAL RATE OF CHANGE
0.1 °W
1000 x 200
ELEV 290
INSTRUMENT HOLD LINE
92°08'W
BASE OPS
478
COMM TOWER
ANG OPS
CONTROL TOWER
FIRE STATION
RWY 070 - 250 ASSAULT STRIP
3500 x 60
ELEV 327
FIRE HYDRANTS
FUEL PUMP HOUSES
12,000 x 200
FIELD ELEV 311
92°09'W
RWY 7-25
PCN 55 R/B/W/T
RWY 069/249 (ASSAULT STRIP)
PCN 53 F/A/W/T
HOT CARGO (TERTIARY)
INSTRUMENT HOLD LINE
ELEV 286
COMPASS ROSE
HOT CARGO (SECONDARY)
92°10'W
34°56'N
34°55'N
AIRPORT DIAGRAM
JACKSONVILLE, ARKANSAS
LITTLE ROCK AFB (KLRF)

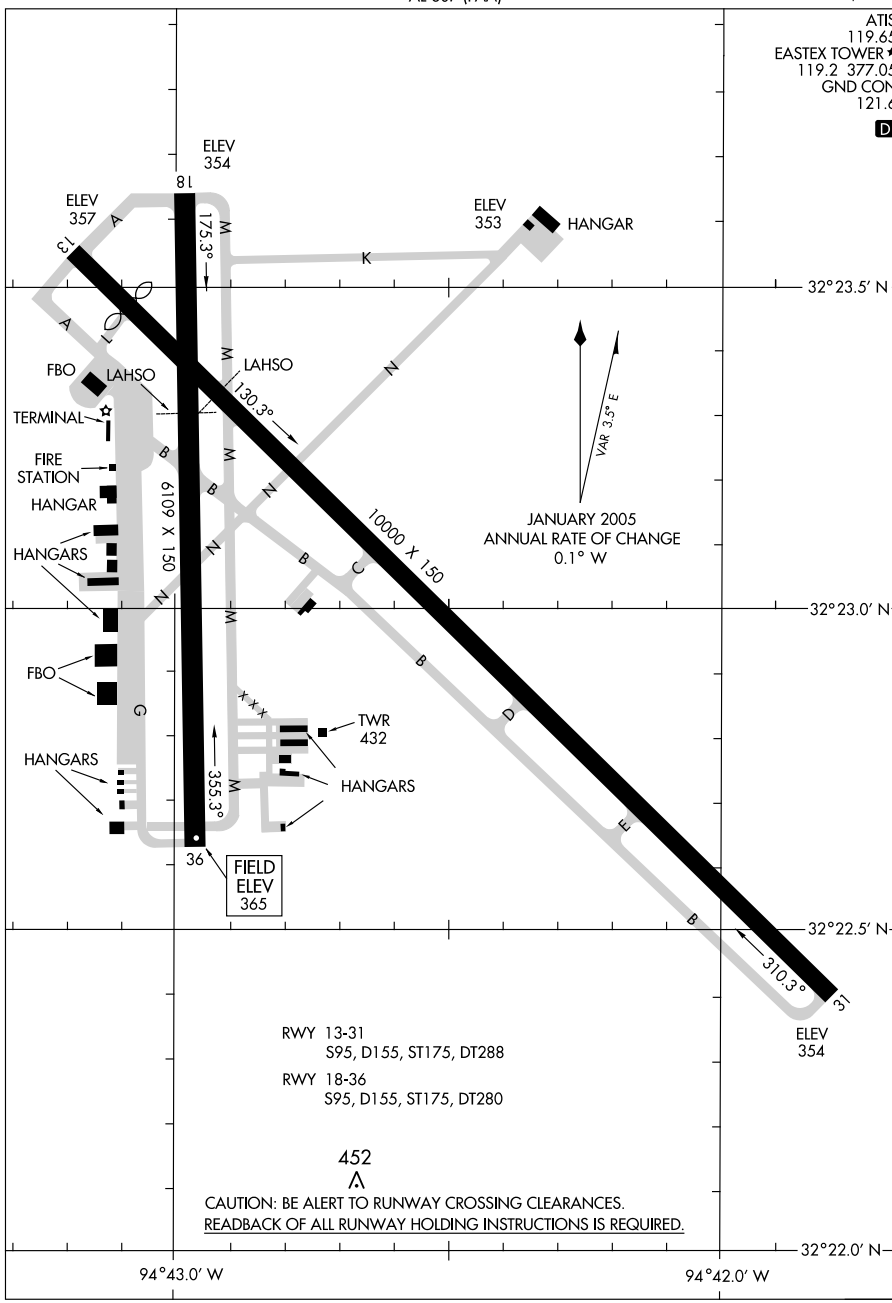

10042
AIRPORT DIAGRAM
LITTLE ROCK/ADAMS FIELD (LIT)
LITTLE ROCK, ARKANSAS
AL-233 (FAA)
EMAS
ELEV 259
22L
225.1°
8250 X 150
RWY 4L-22R S75, D200, ST175, DT350
RWY 4R-22L S75, D200, ST175, DT350
RWY 18-36 S75, D100, ST127, DT135
VAR 1.4° E
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
CARGO AREA
BLAST PAD
FIRE STATION
22R
FIELD ELEV 262
TERMINAL
TWR 416
ELEV 266
4R
045.1°
8273 X 150
HANGARS
DASSAULT FALCON JET
RAYTHEON
RUNUP PAD
180.1°
000.1°
5124 X 150
18
36
ELEV 258
ELEV 253
STATE POLICE
ILS HOLD
GENERAL AVIATION PARKING
FBO
FSDO
92°12'W
92°13'W
92°14'W
34°44'N
34°43'N
ATIS 125.65
ADAMS TOWER 118.7 257.8
GND CON 121.9 339.8
CLNC DEL 118.95
D
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AIRPORT DIAGRAM
10042
LITTLE ROCK, ARKANSAS
LITTLE ROCK/ADAMS FIELD (LIT)

10154

# AIRPORT DIAGRAM

AL-807 (FAA)

LONGVIEW/ EAST TEXAS RGNL (GGG)
LONGVIEW, TEXAS




# AIRPORT DIAGRAM

10154

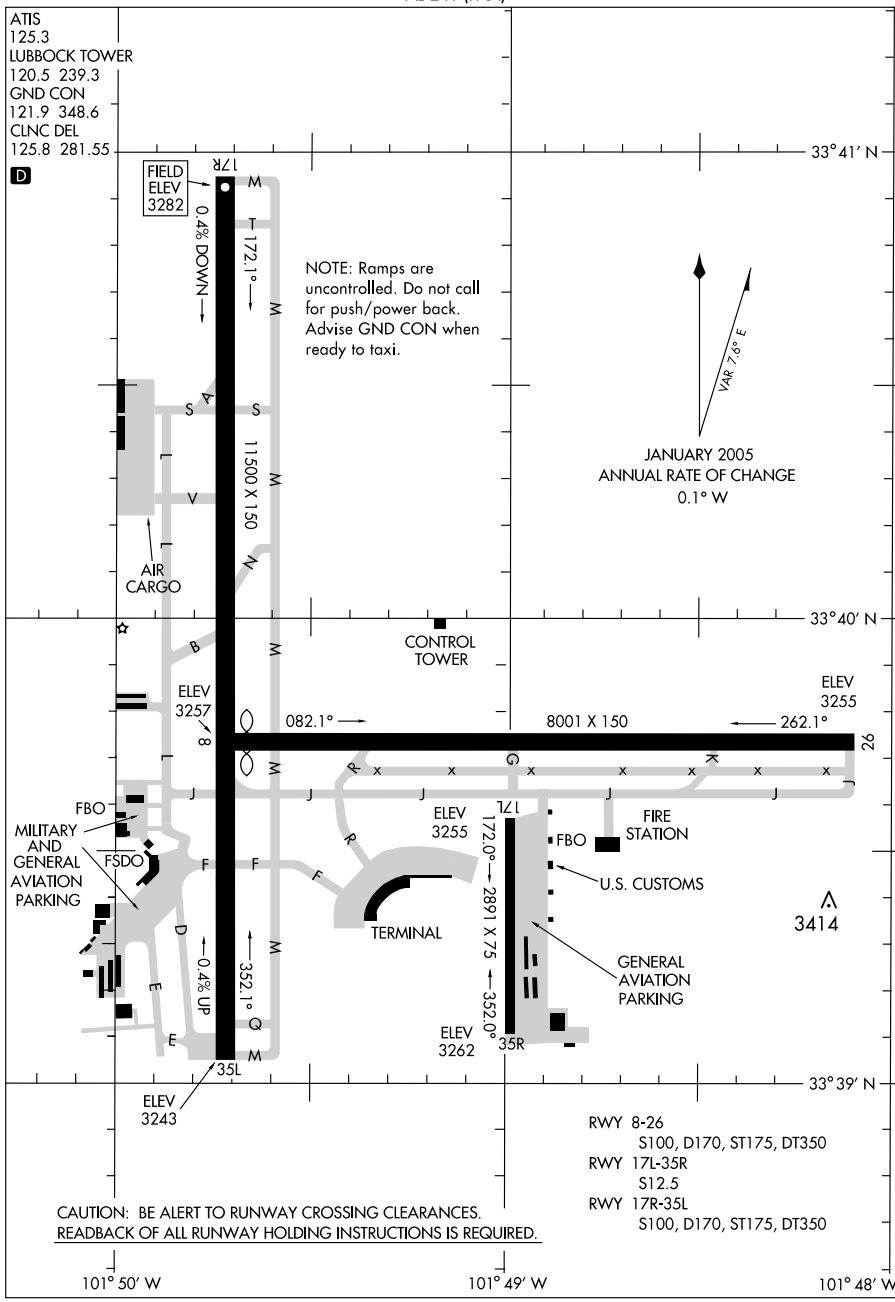
LONGVIEW, TEXAS
LONGVIEW/ EAST TEXAS RGNL (GGG)

09071

# AIRPORT DIAGRAM

AL-241 (FAA)

LUBBOCK PRESTON SMITH INTL (LBB)
LUBBOCK, TEXAS




AIRPORT DIAGRAM
09071

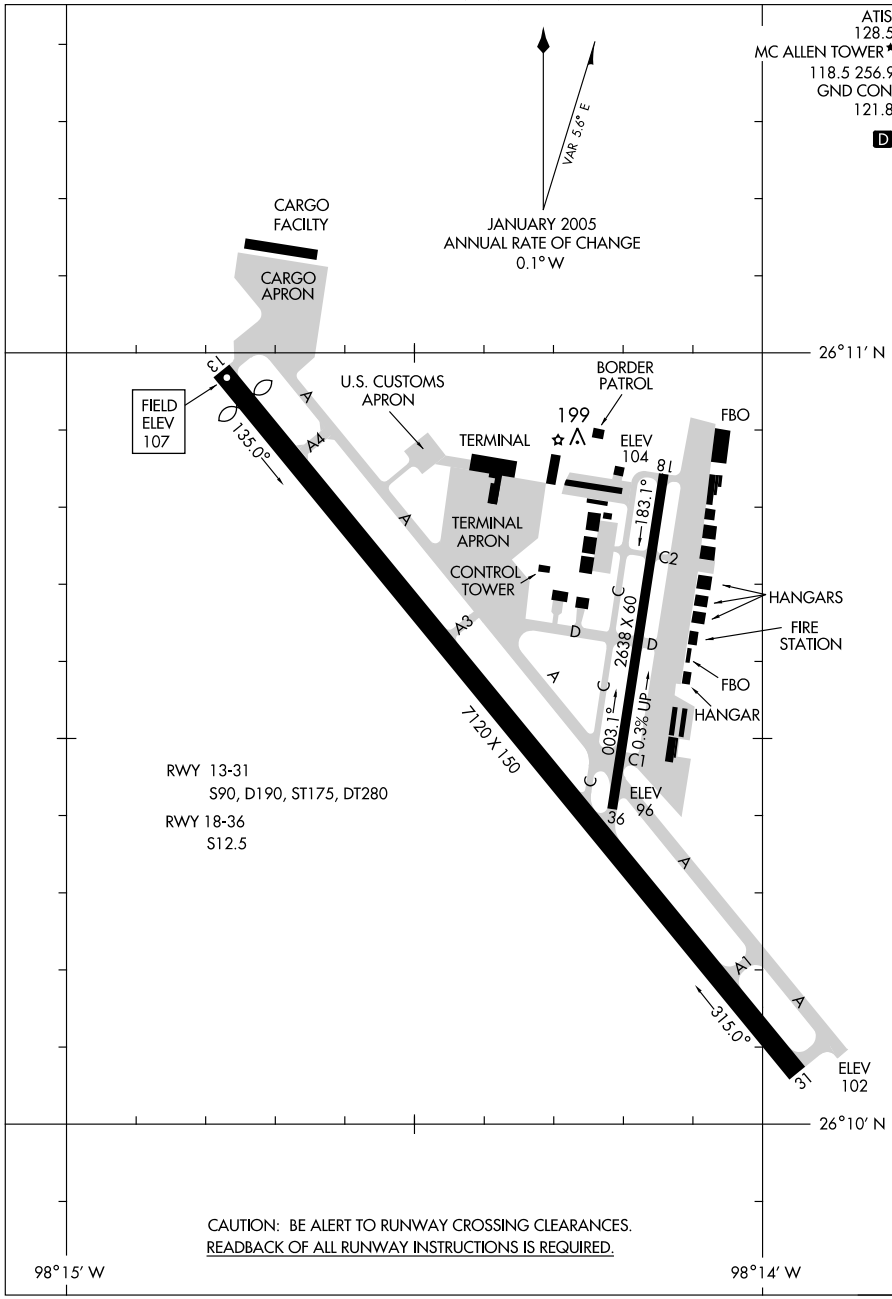
LUBBOCK, TEXAS
LUBBOCK PRESTON SMITH INTL (LBB)

09071

# AIRPORT DIAGRAM

AL-985 (FAA)

MC ALLEN MILLER INTL (MFE)
MC ALLEN, TEXAS




# AIRPORT DIAGRAM

09071

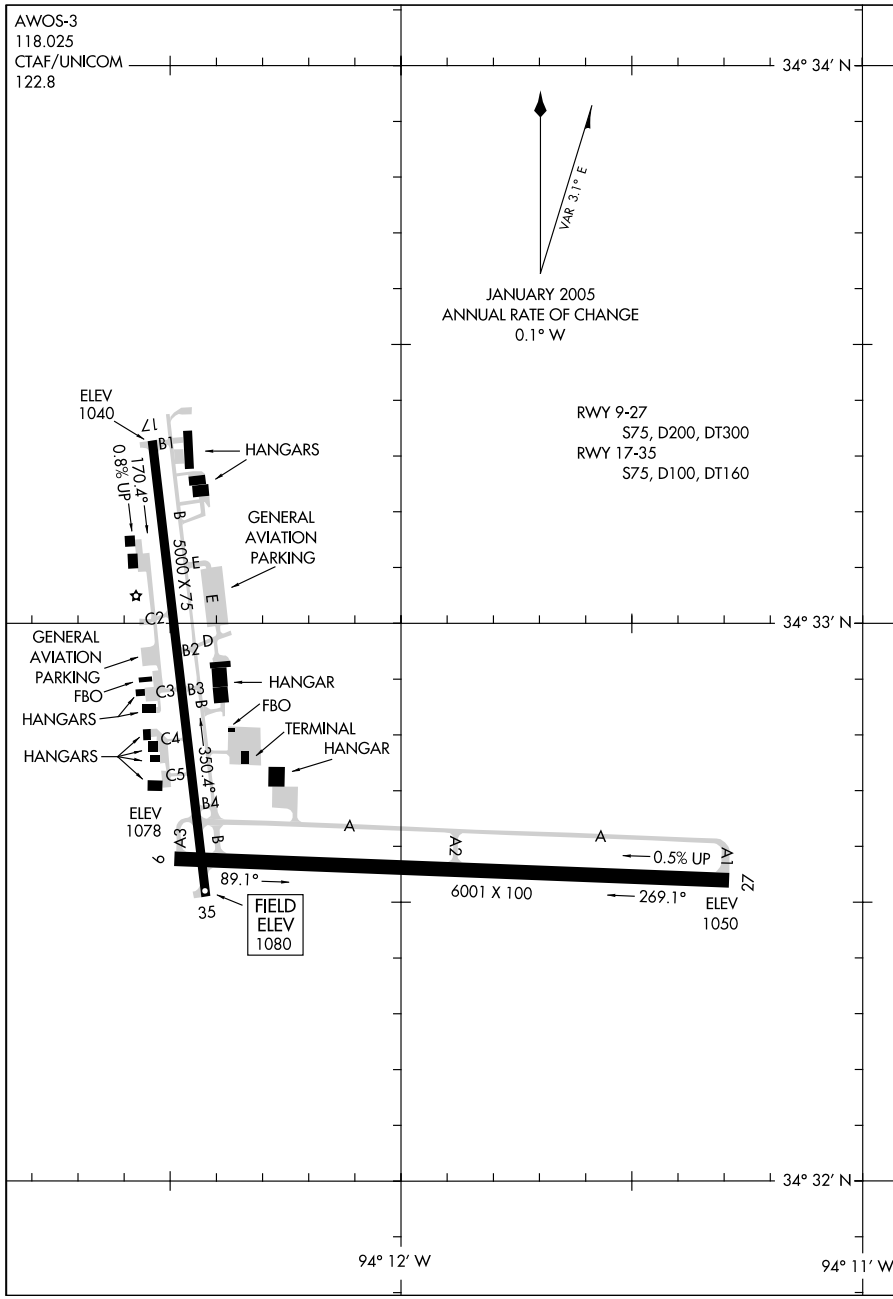
MC ALLEN, TEXAS
MC ALLEN MILLER INTL (MFE)

09015

# AIRPORT DIAGRAM

AL-6002 (FAA)

MENA INTERMOUNTAIN MUNI (MEZ)
MENA, ARKANSAS




# AIRPORT DIAGRAM

09015

MENA, ARKANSAS
MENA INTERMOUNTAIN MUNI (MEZ)

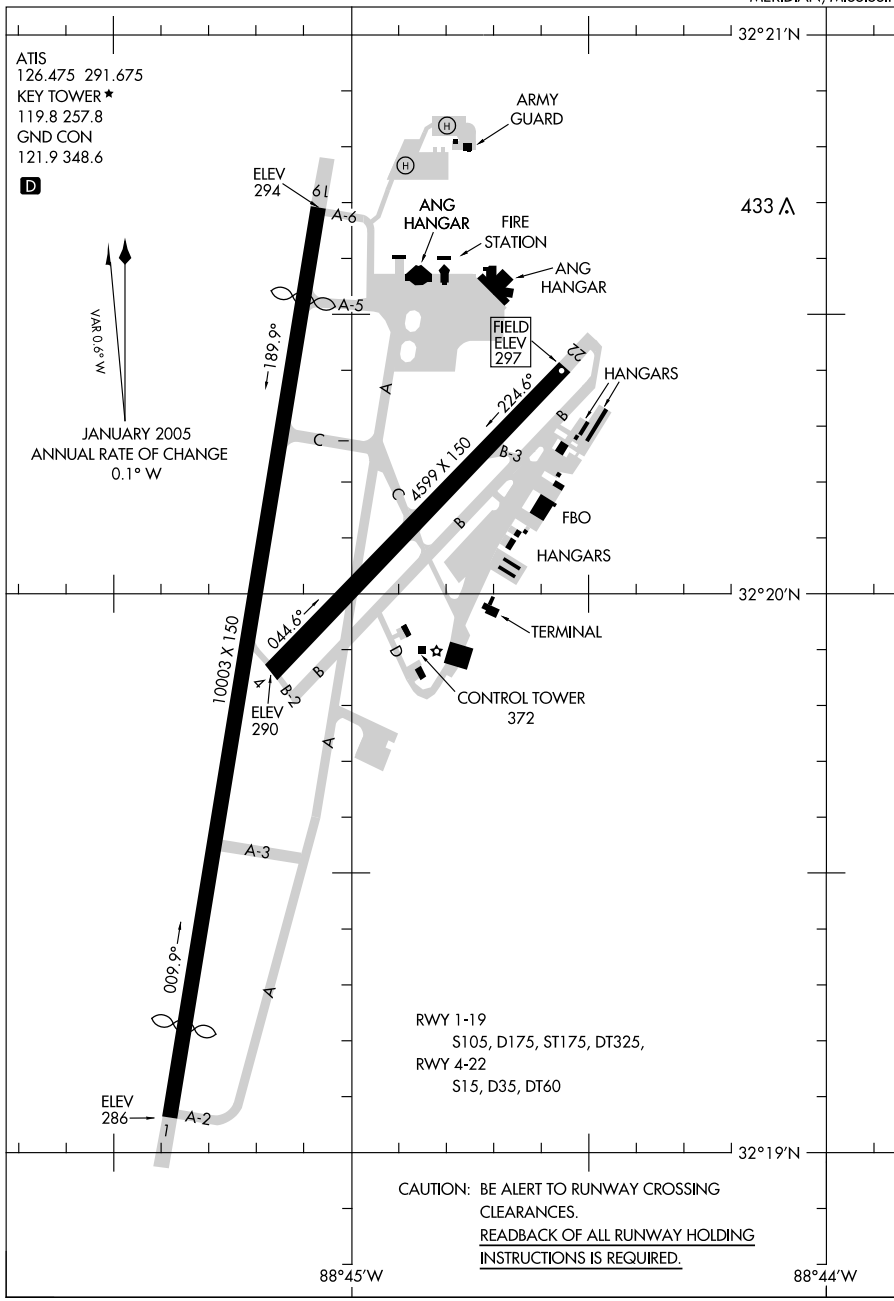
09071

# AIRPORT DIAGRAM

AL-254 (FAA)

MERIDIAN/ KEY FIELD (MEI)

MERIDIAN, MISSISSIPPI




AIRPORT DIAGRAM

09071

MERIDIAN, MISSISSIPPI

MERIDIAN/KEY FIELD (MEI)

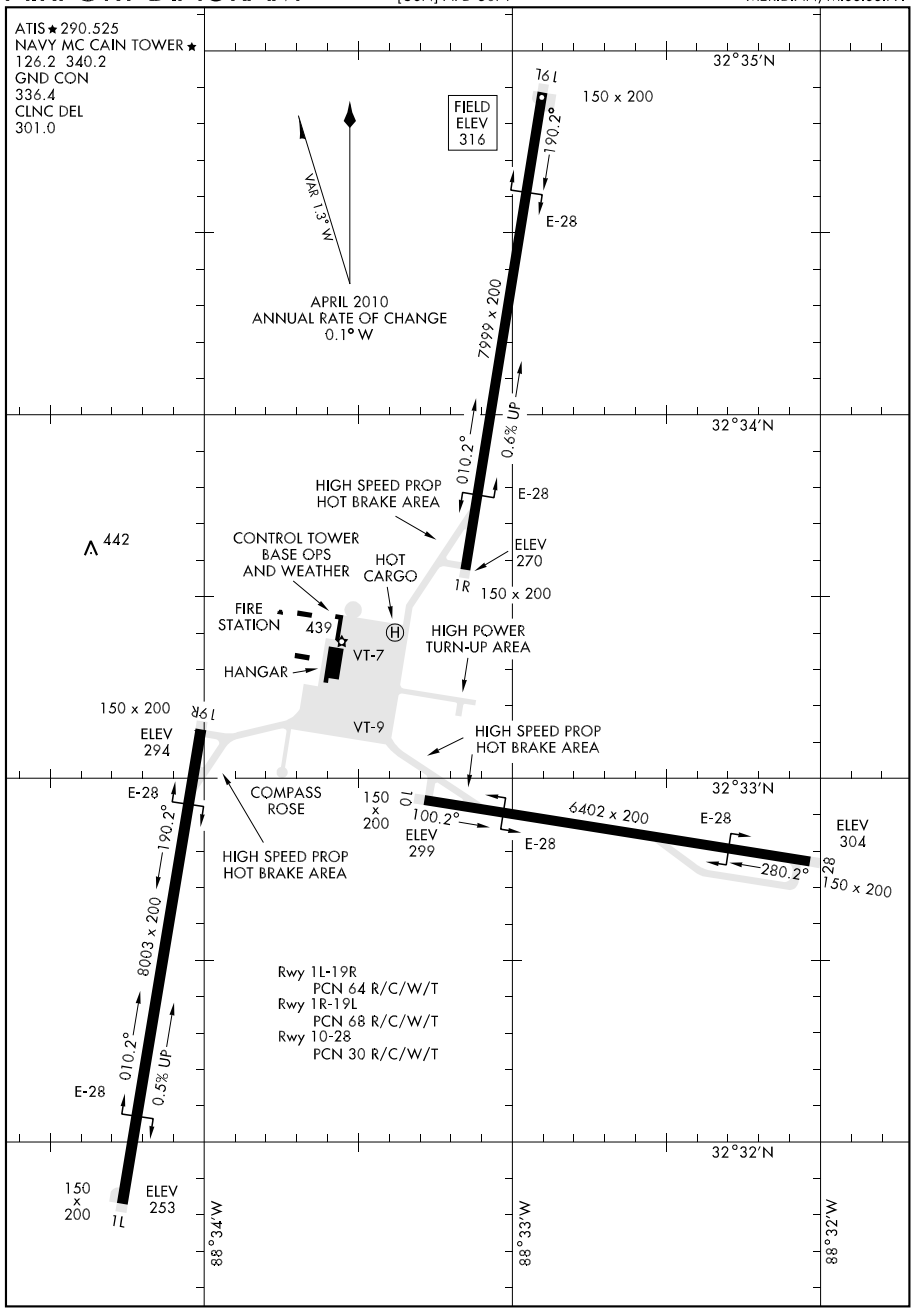
10098

# AIRPORT DIAGRAM

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

[USN] AFD-5079

MERIDIAN, MISSISSIPPI




AIRPORT DIAGRAM

MERIDIAN, MISSISSIPPI

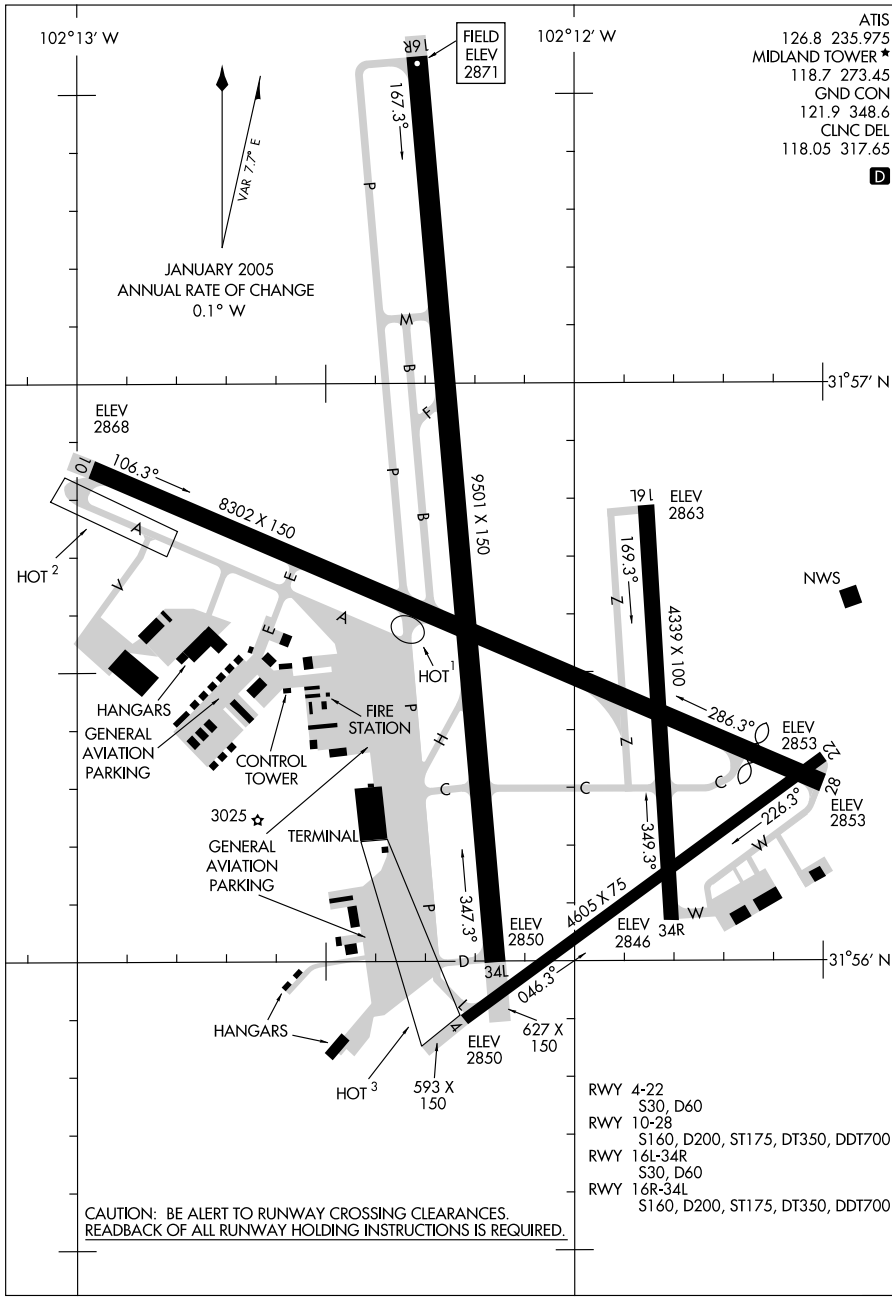
MERIDIAN NAS (MC CAIN FIELD) (KNMM)

09127

# AIRPORT DIAGRAM

AL-258 (FAA)

MIDLAND INTL (MAF)
MIDLAND, TEXAS




AIRPORT DIAGRAM
09127

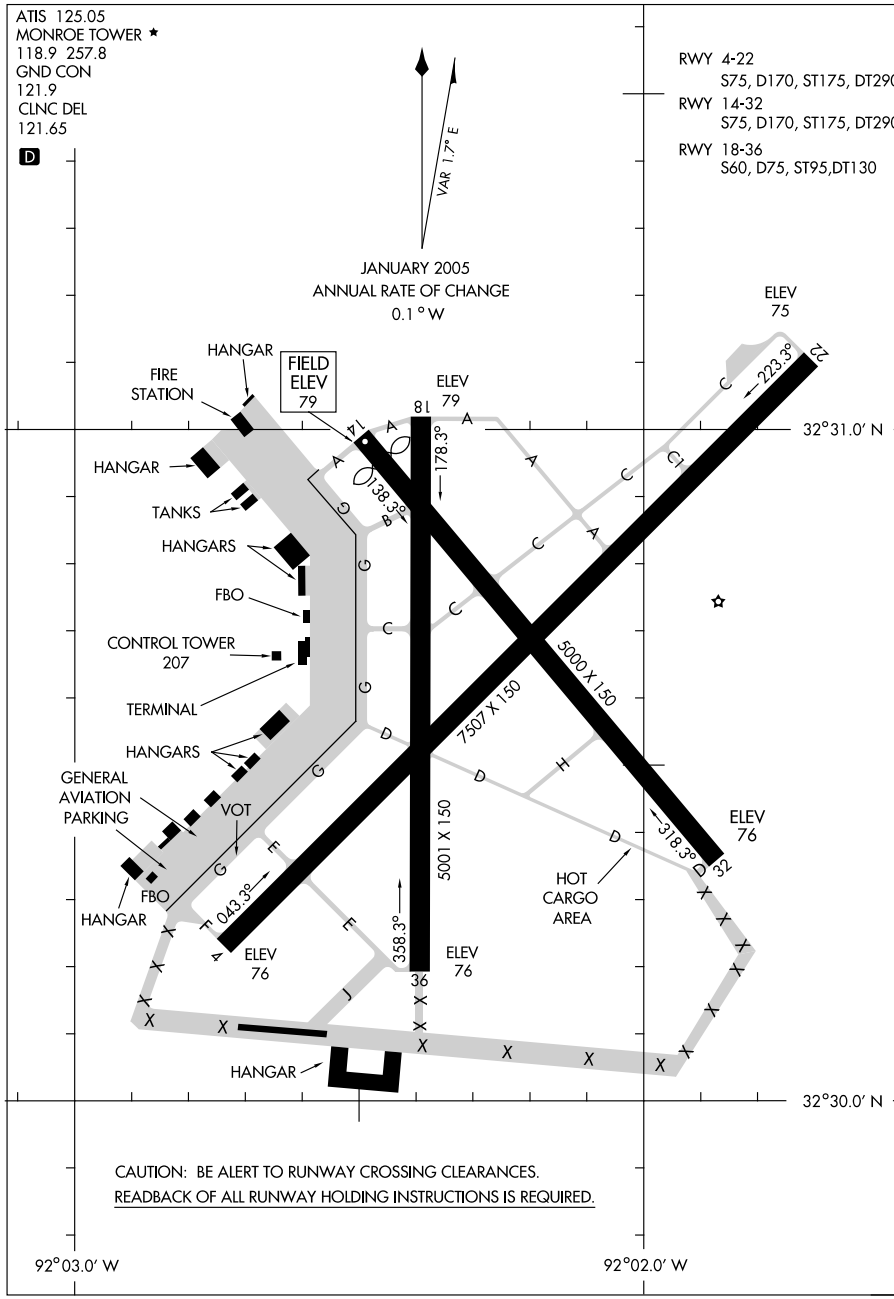
MIDLAND, TEXAS
MIDLAND INTL (MAF)

09071

# AIRPORT DIAGRAM

AL-270 (FAA)

MONROE RGNL (MLU)
MONROE, LOUISIANA




# AIRPORT DIAGRAM

09071

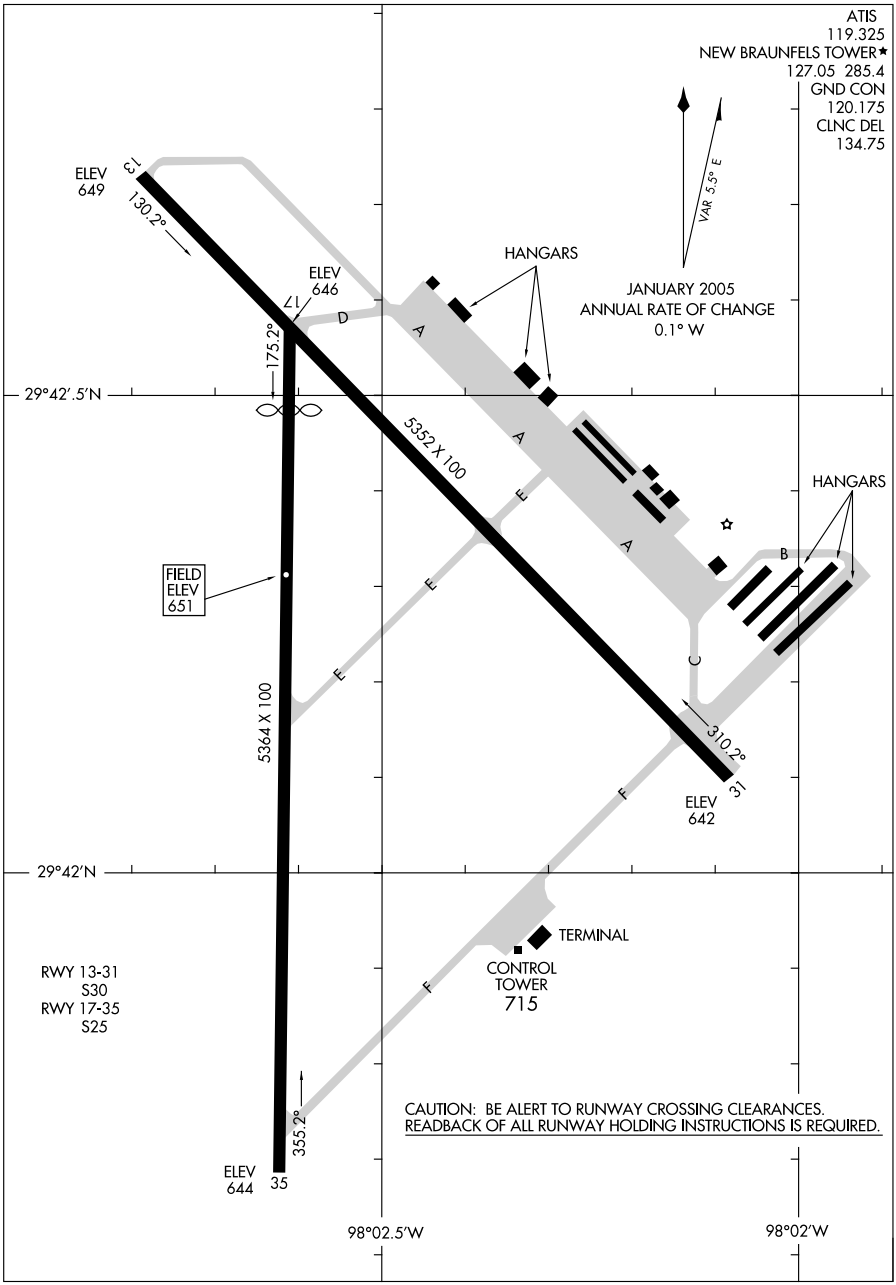
MONROE, LOUISIANA
MONROE RGNL (MLU)

09071

# AIRPORT DIAGRAM

AL-6080 (FAA)

NEW BRAUNFELS MUNI (BAZ)
NEW BRAUNFELS, TEXAS




# AIRPORT DIAGRAM

09071

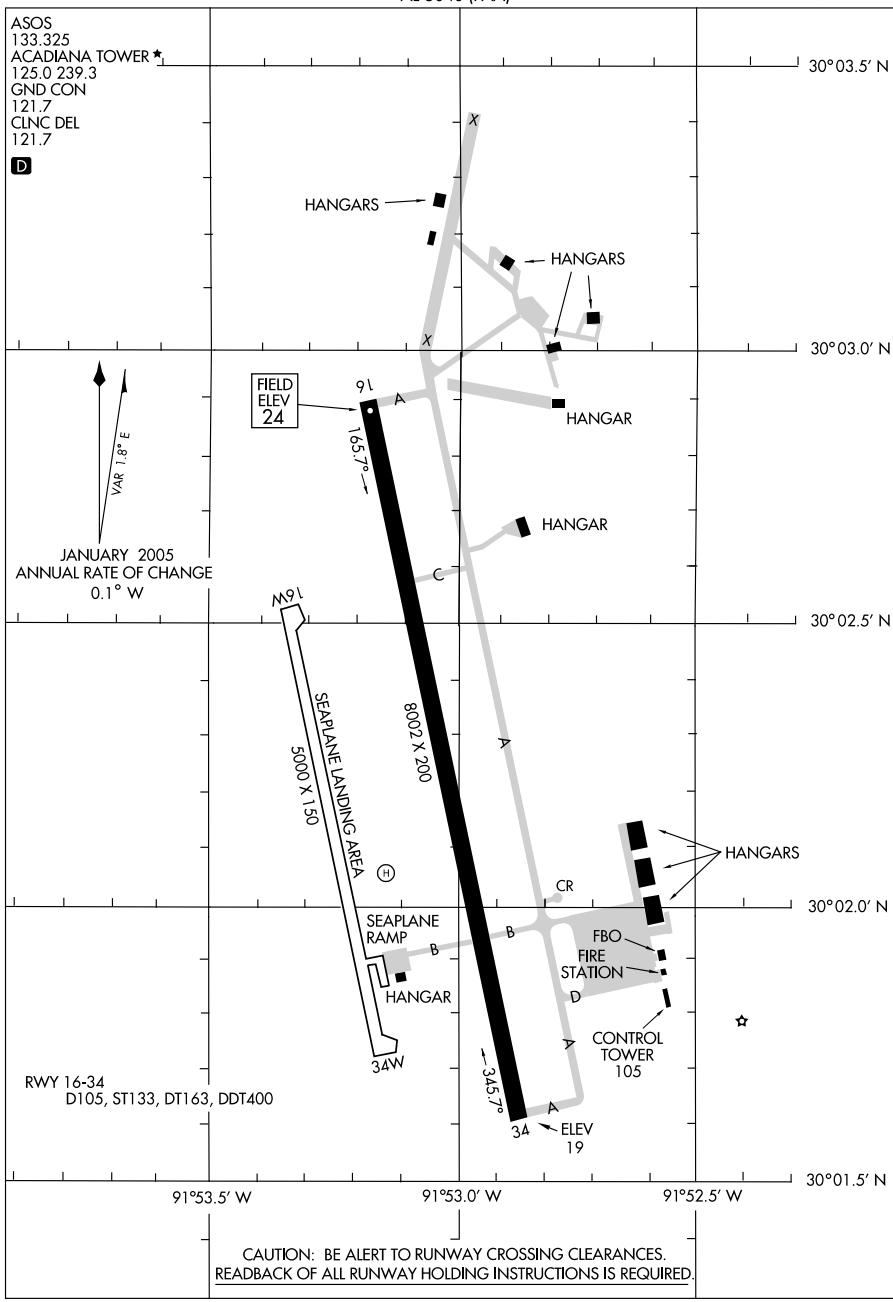
NEW BRAUNFELS, TEXAS
NEW BRAUNFELS MUNI (BAZ)

09295

# AIRPORT DIAGRAM

NEW IBERIA/ACADIANA RGNL (ARA)
NEW IBERIA, LOUSIANA

AL-5040 (FAA)




# AIRPORT DIAGRAM

09295

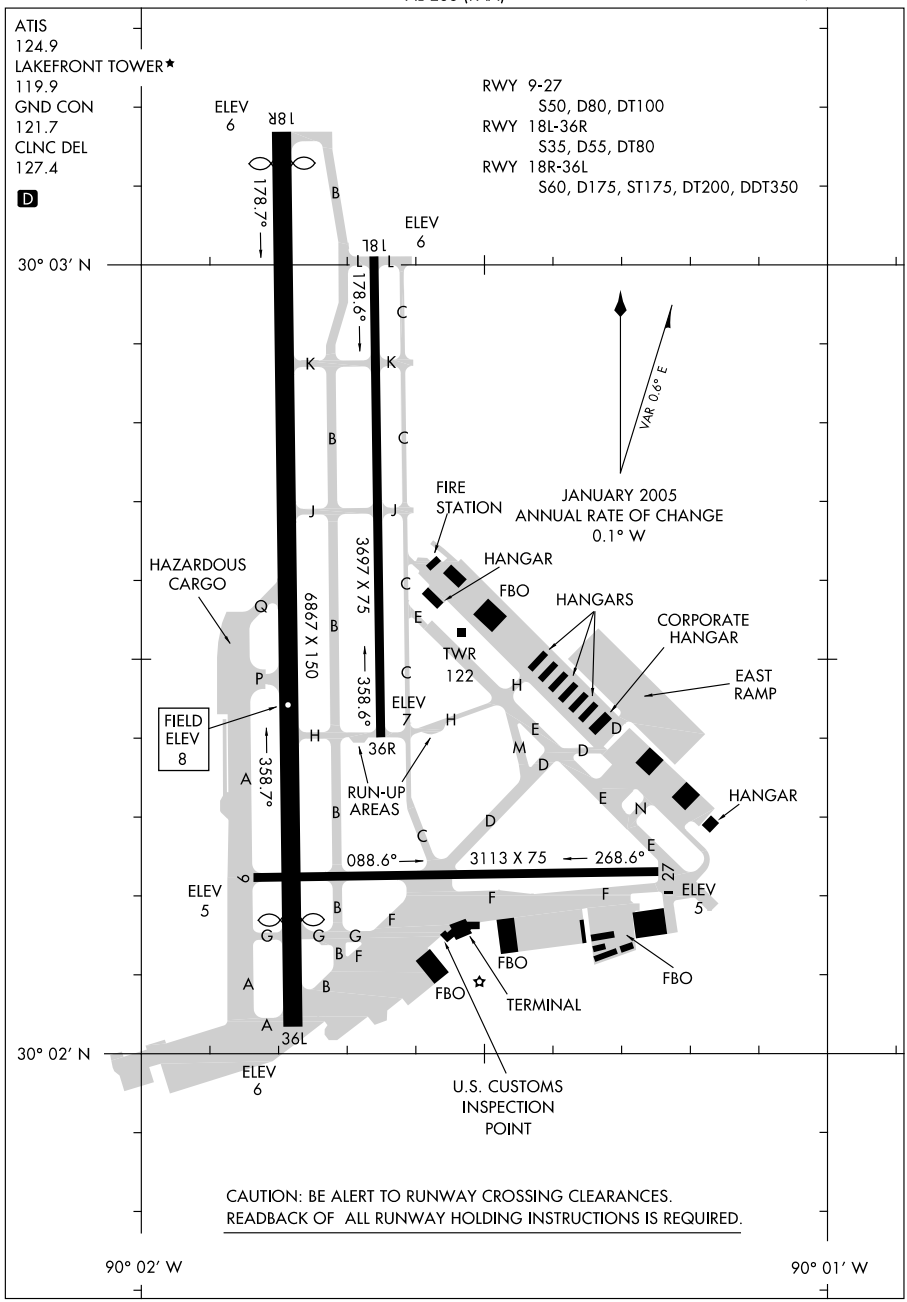
NEW IBERIA, LOUSIANA
NEW IBERIA/ACADIANA RGNL (ARA)

10042

# AIRPORT DIAGRAM

AL-288 (FAA)

NEW ORLEANS/LAKEFRONT (NEW)
NEW ORLEANS, LOUISIANA




# AIRPORT DIAGRAM

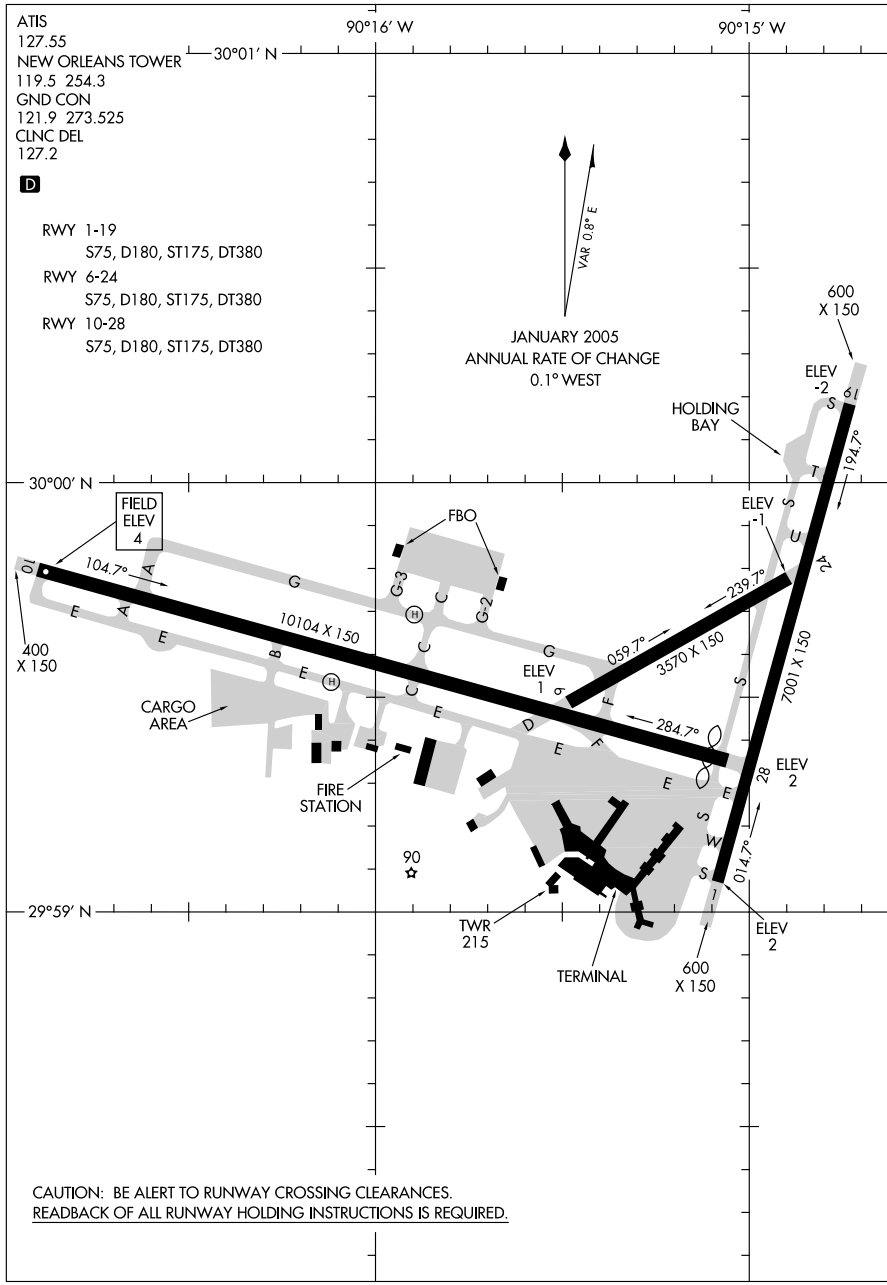
10042

NEW ORLEANS, LOUISIANA
NEW ORLEANS/ LAKEFRONT (NEW)

10098

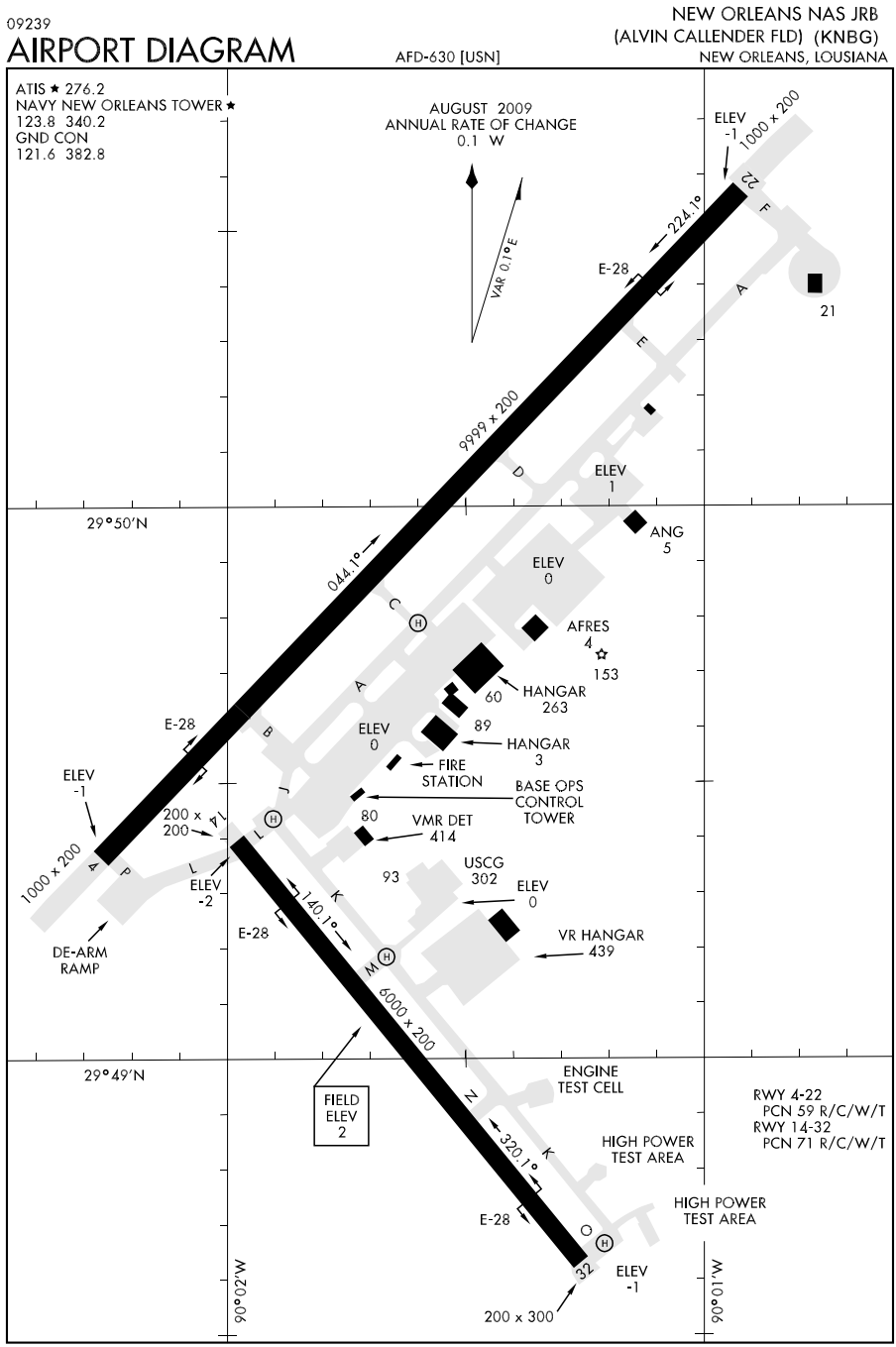
# AIRPORT DIAGRAM

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
AL-609 (FAA)
NEW ORLEANS, LOUISIANA




# AIRPORT DIAGRAM

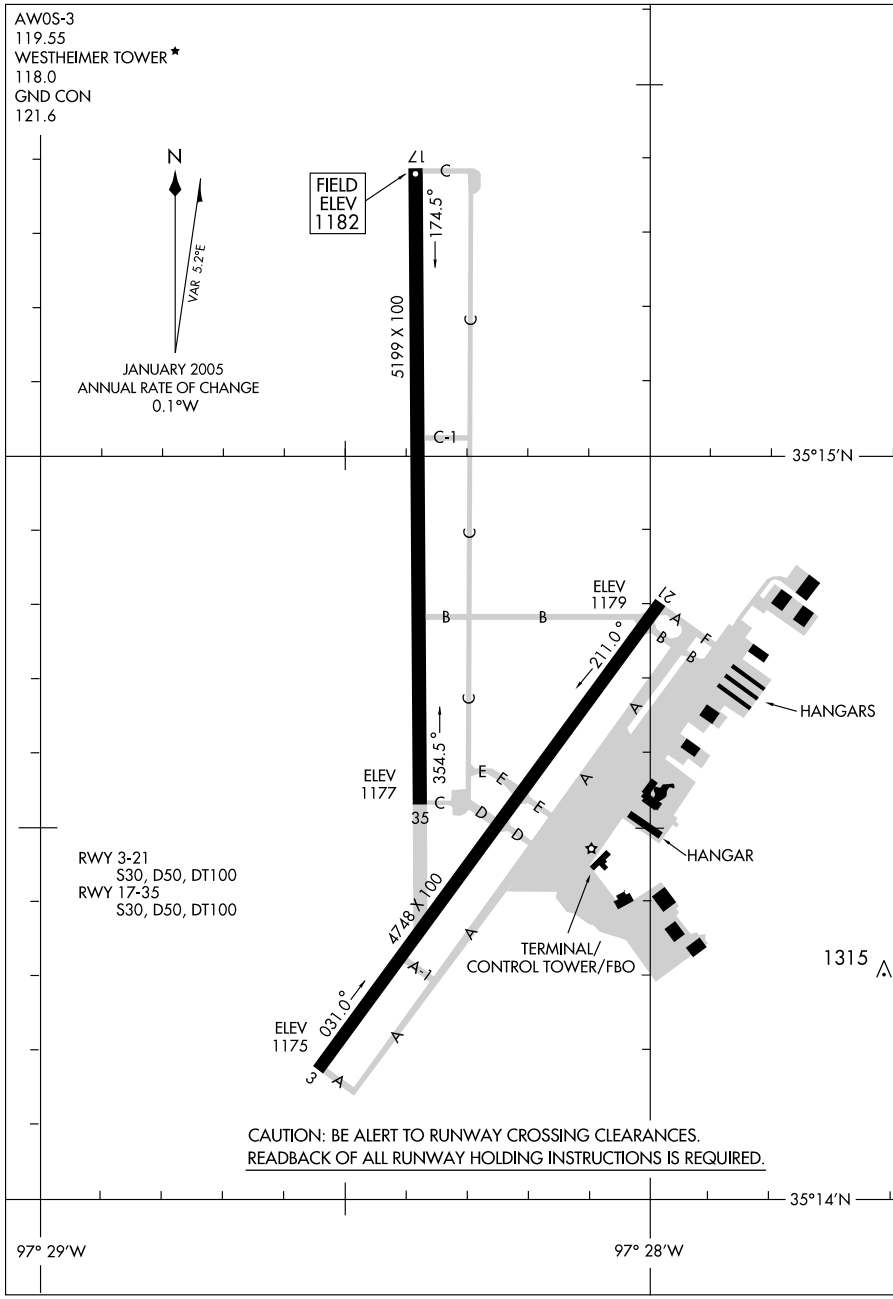
NEW ORLEANS, LOUISIANA
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
10098


09239
AIRPORT DIAGRAM
AFD-630 [USN]
NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)
NEW ORLEANS, LOUSIANA
ATIS ★ 276.2
NAVY NEW ORLEANS TOWER ★
123.8 340.2
GND CON
121.6 382.8
AUGUST 2009
ANNUAL RATE OF CHANGE
0.1 W
VAR 0.1°E
ELEV
-1
1000 x 200
22
224.1°
E-28
21
9999 x 200
ELEV
1
29°50'N
ANG
5
044.1°
ELEV
0
AFRES
4
153
HANGAR
263
60
89
ELEV
0
HANGAR
3
FIRE
STATION
BASE OPS
CONTROL
TOWER
80
VMR DET
414
ELEV
-1
200 x
200
1000 x 200
ELEV
-2
93
USCG
302
ELEV
0
VR HANGAR
439
DE-ARM
RAMP
E-28
140.1°
6000 x 200
29°49'N
ENGINE
TEST CELL
FIELD
ELEV
2
RWY 4-22
PCN 59 R/C/W/T
RWY 14-32
PCN 71 R/C/W/T
320.1°
HIGH POWER
TEST AREA
HIGH POWER
TEST AREA
E-28
32
ELEV
-1
200 x 300
90°02'W
90°01'W
AIRPORT DIAGRAM
WGS-84 DATUM
NEW ORLEANS, LOUSIANA
NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

09295

# AIRPORT DIAGRAM

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
AL-5672 (FAA)
NORMAN, OKLAHOMA




# AIRPORT DIAGRAM

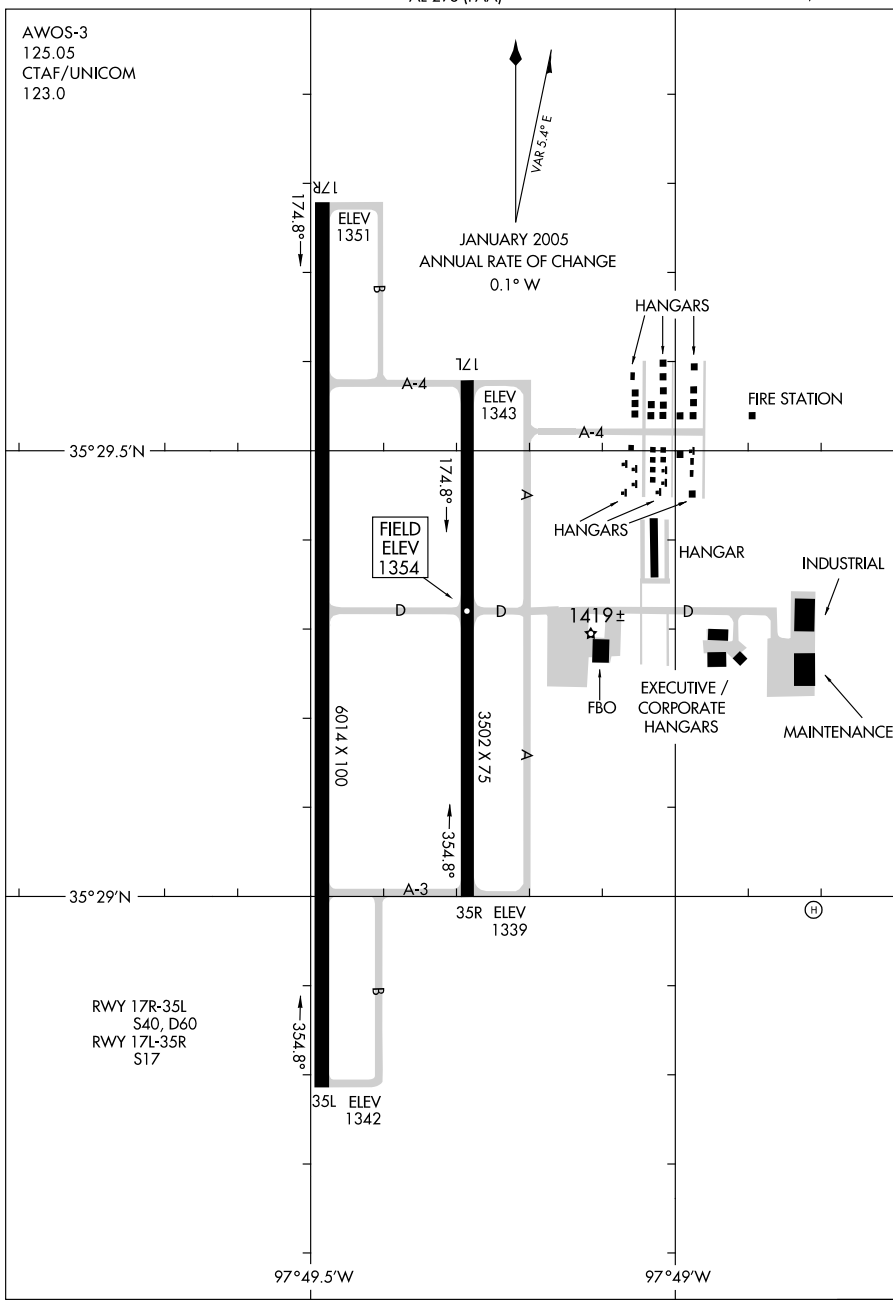
09295

NORMAN, OKLAHOMA
NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

09295

# AIRPORT DIAGRAM

OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)
AL-298 (FAA)
OKLAHOMA CITY, OKLAHOMA




# AIRPORT DIAGRAM

OKLAHOMA CITY, OKLAHOMA
OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

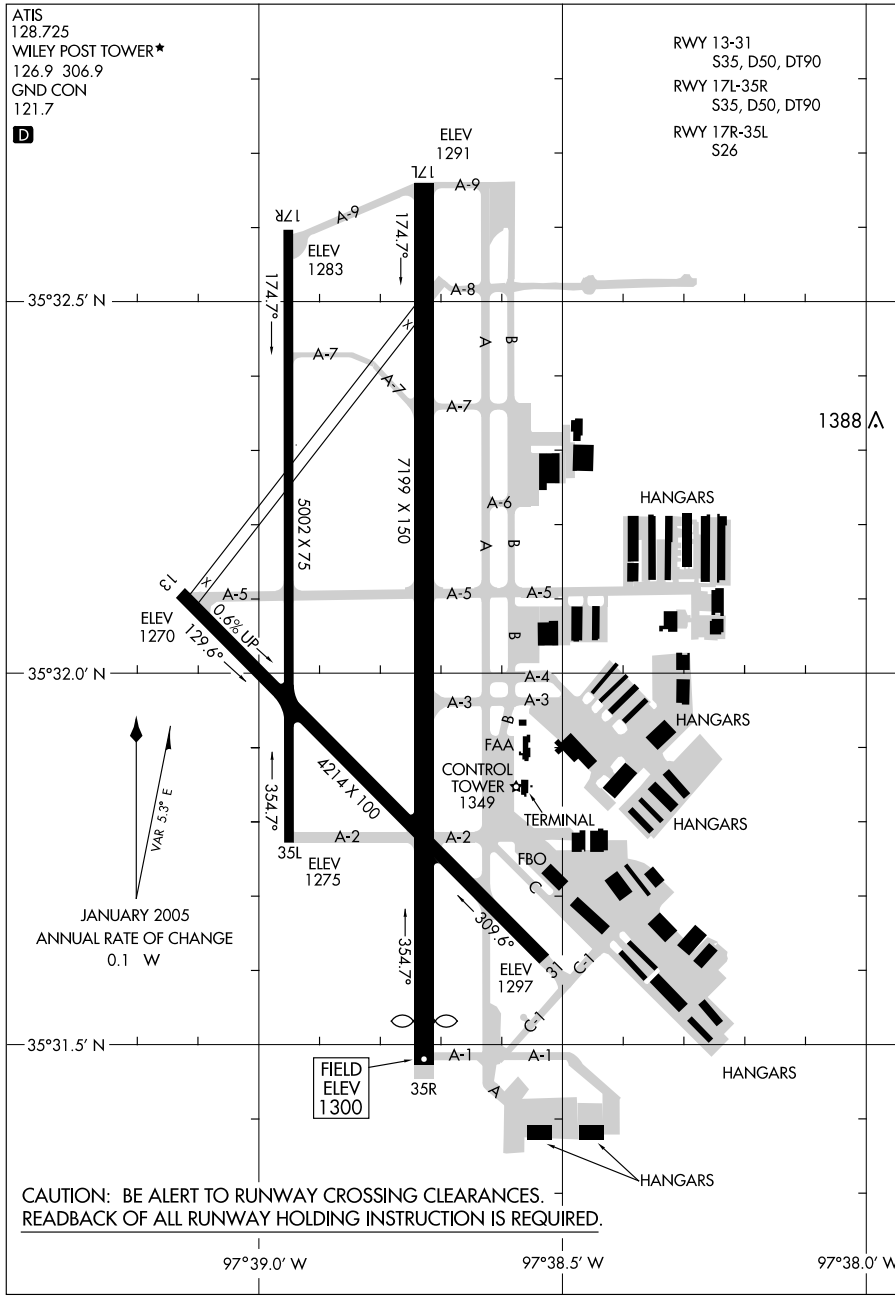
09295

09239

# AIRPORT DIAGRAM

OKLAHOMA CITY/ WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA

AL-739 (FAA)




# AIRPORT DIAGRAM

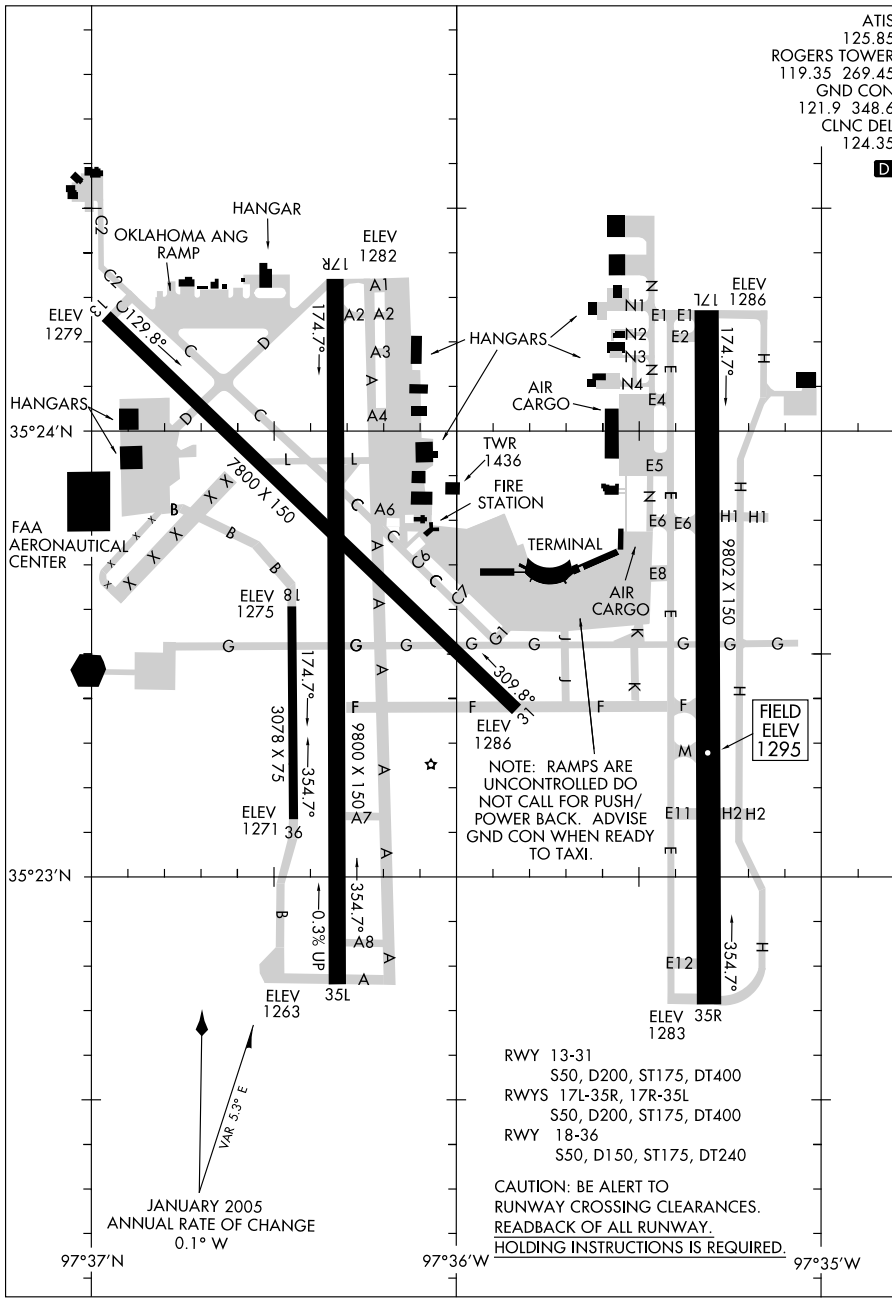
09239

OKLAHOMA CITY, OKLAHOMA
OKLAHOMA CITY/ WILEY POST (PWA)

10042

# AIRPORT DIAGRAM

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)
AL-301 (FAA)
OKLAHOMA CITY, OKLAHOMA




AIRPORT DIAGRAM
10042

OKLAHOMA CITY, OKLAHOMA
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

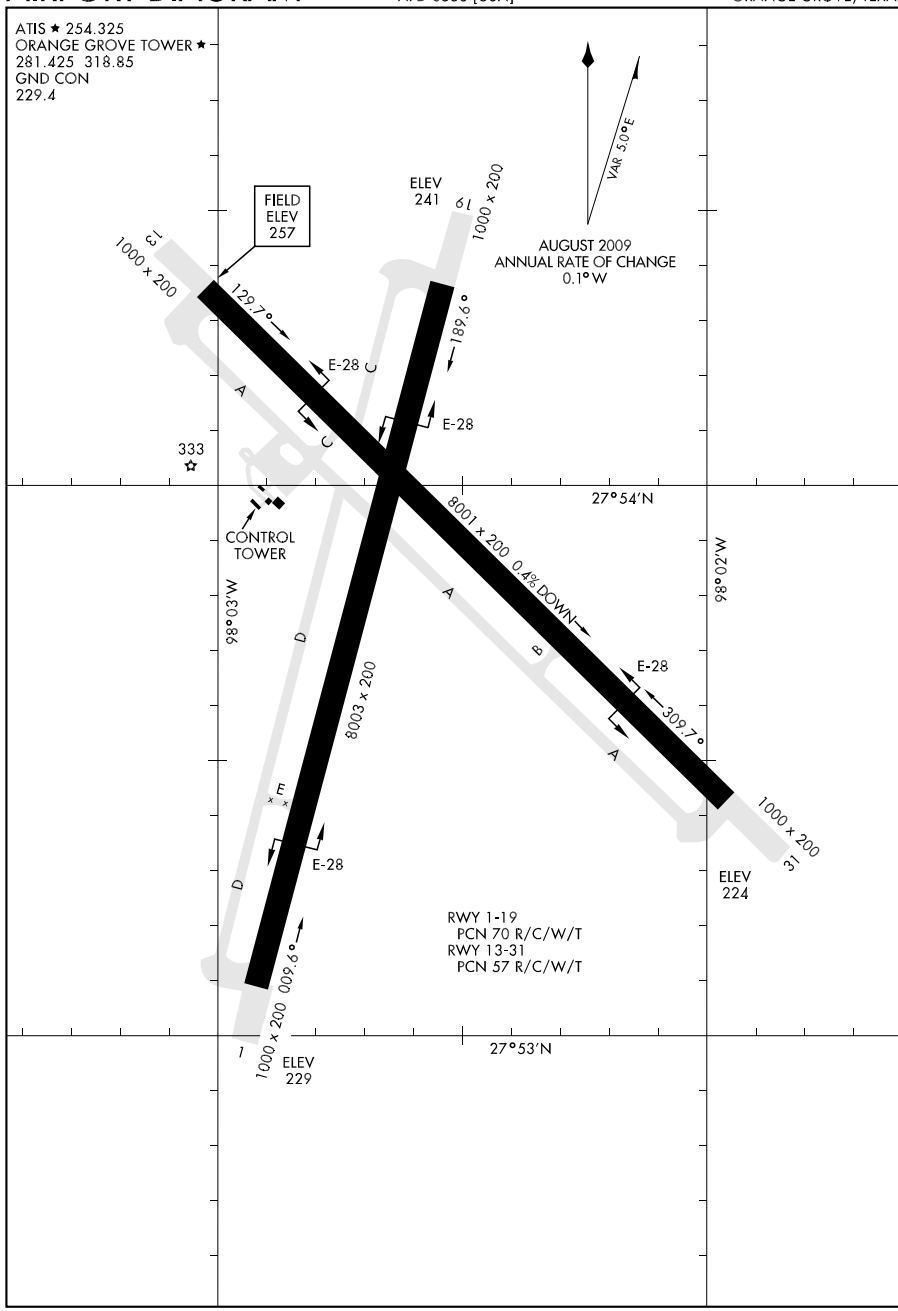
09239

# AIRPORT DIAGRAM

ORANGE GROVE NALF (KNOG)

AFD-6553 [USN]

ORANGE GROVE, TEXAS




# AIRPORT DIAGRAM

WGS-84 DATUM

ORANGE GROVE, TEXAS

ORANGE GROVE NALF (KNOG)

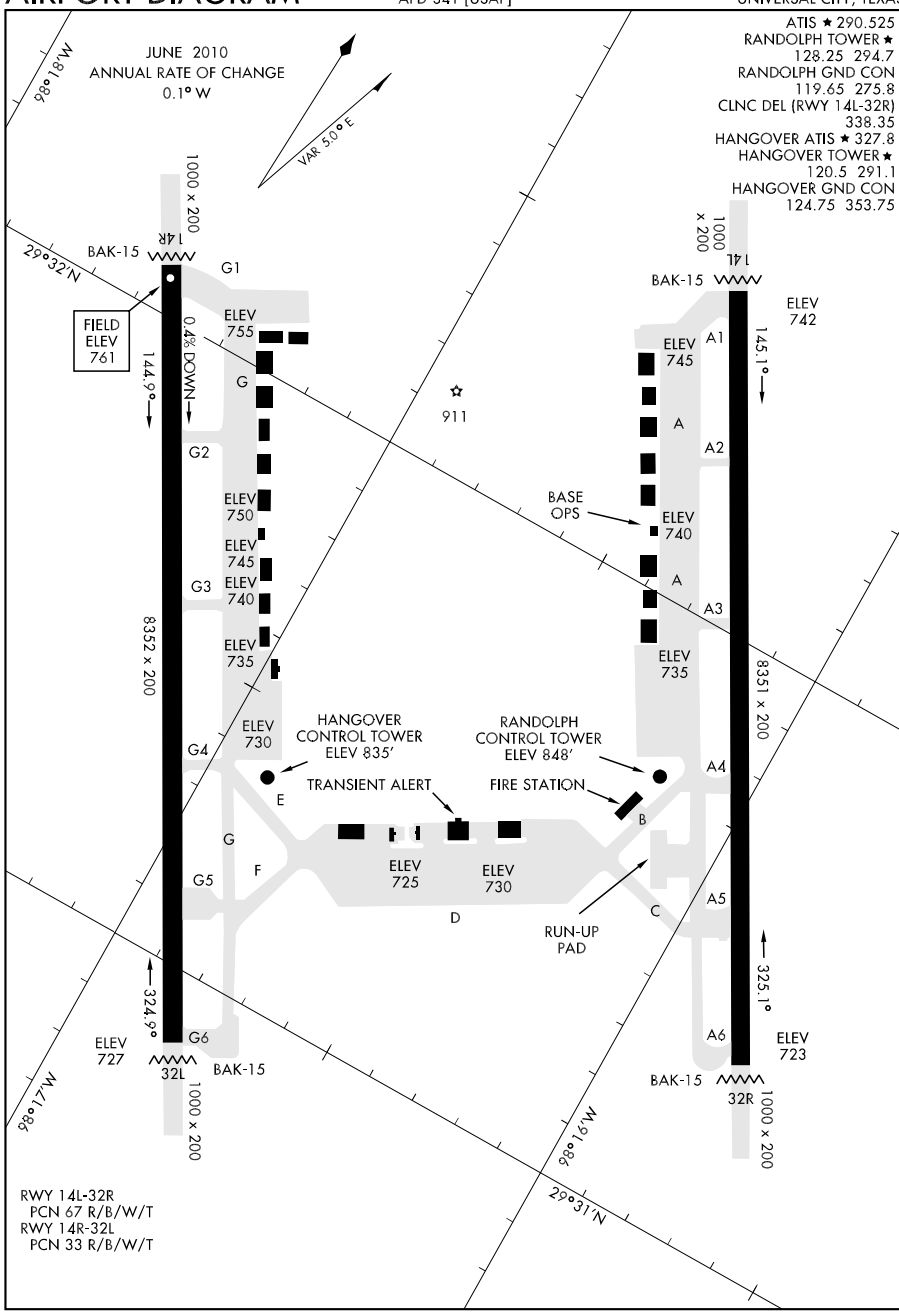
10154

# AIRPORT DIAGRAM

RANDOLPH AFB (KRND)

AFD-341 [USAF]

UNIVERSAL CITY, TEXAS




AIRPORT DIAGRAM

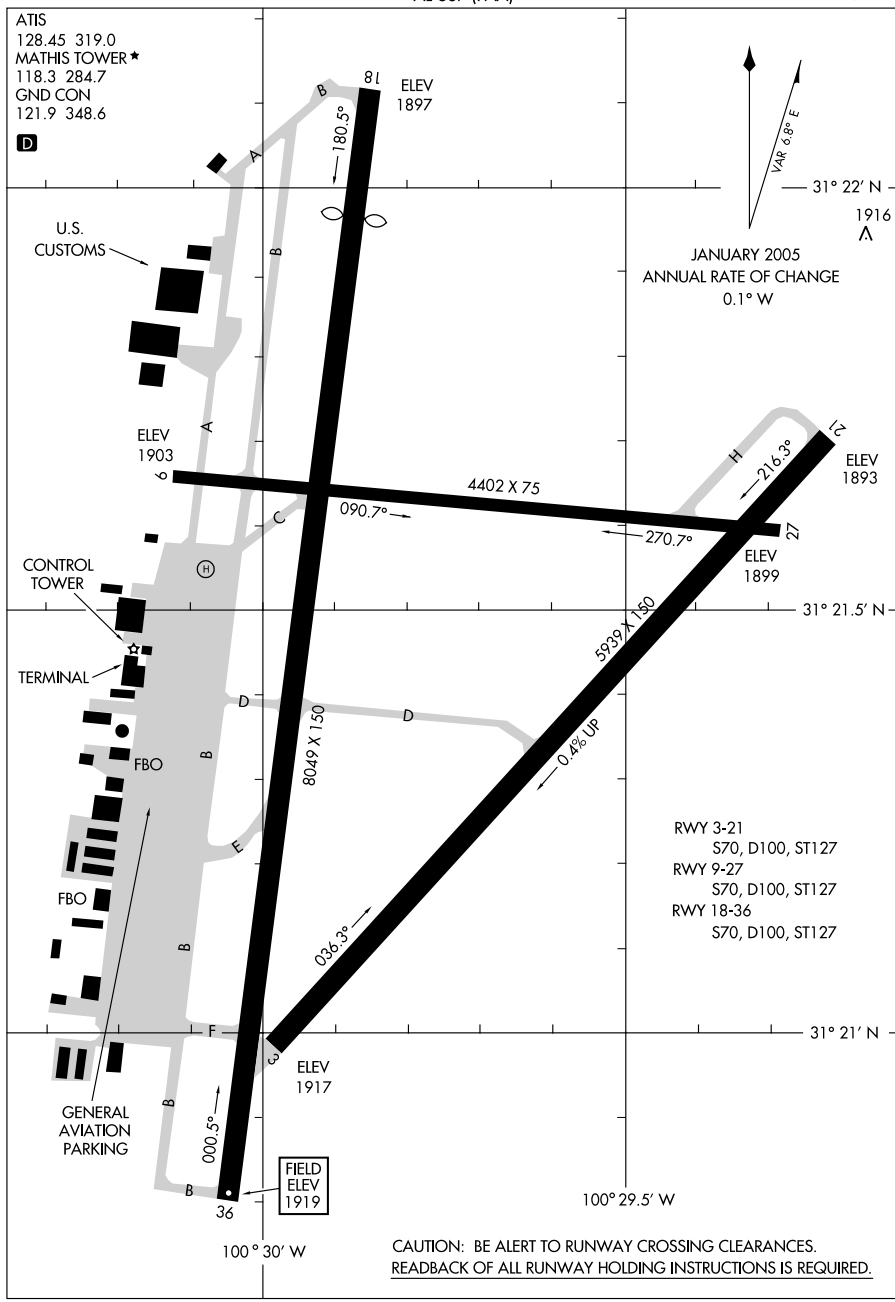
UNIVERSAL CITY, TEXAS

RANDOLPH AFB (KRND)

09015

# AIRPORT DIAGRAM

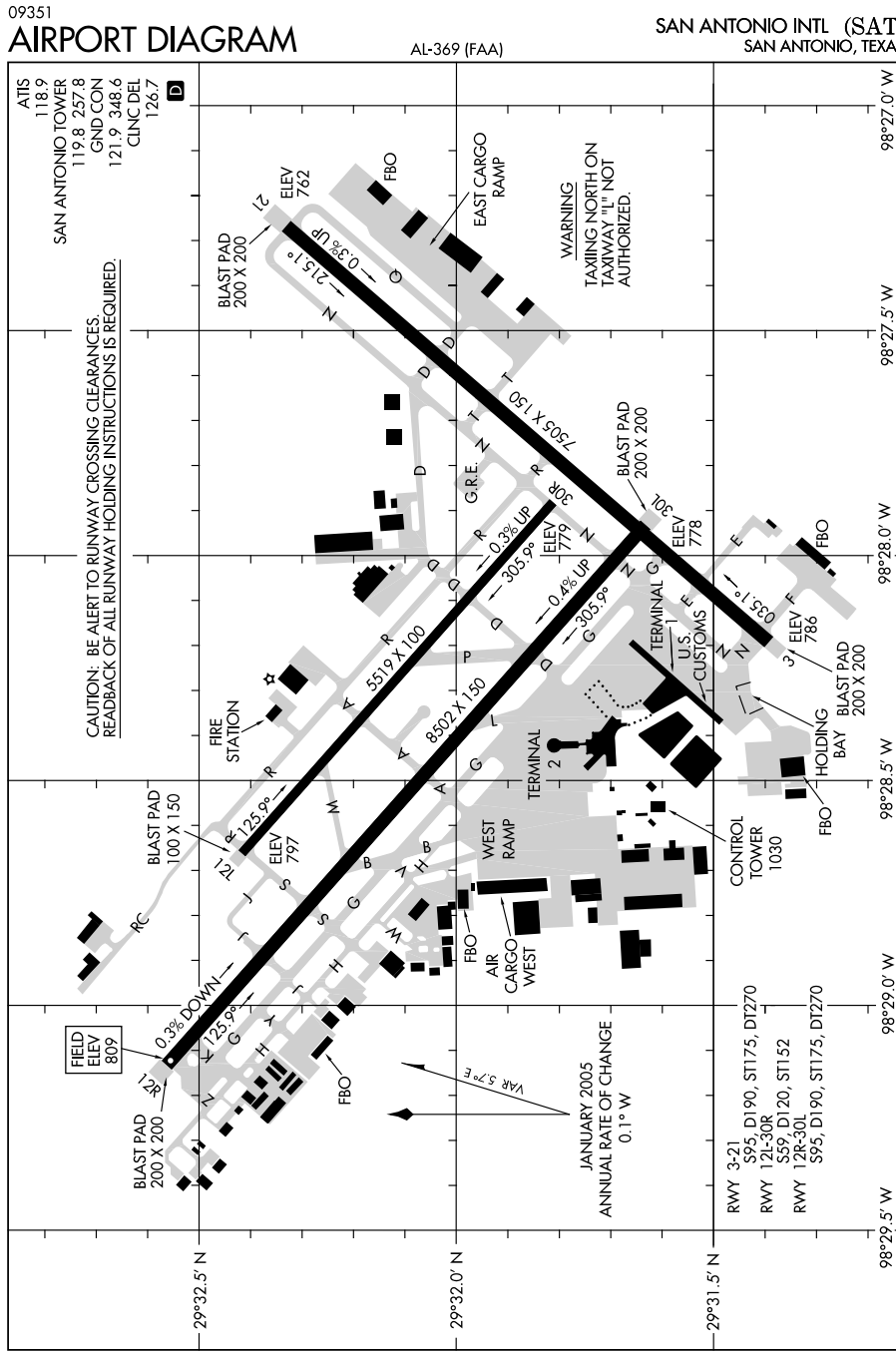
SAN ANGELO RGNL/ MATHIS FIELD (SJT)
AL-367 (FAA)
SAN ANGELO, TEXAS




# AIRPORT DIAGRAM

09015

SAN ANGELO, TEXAS
SAN ANGELO RGNL/ MATHIS FIELD (SJT)


09351
AIRPORT DIAGRAM
AL-369 (FAA)
SAN ANTONIO INTL (SAT)
SAN ANTONIO, TEXAS
ATIS 118.9
SAN ANTONIO TOWER 119.8 257.8
GND CON 121.9 348.6
CLNC DEL 126.7
D
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
WARNING
TAXIING NORTH ON TAXIWAY "L" NOT AUTHORIZED.
EAST CARGO RAMP
FBO
BLAST PAD 200 X 200
ELEV 762
215.1°
0.3% UP
7505 X 150
G.R.E.
30R
ELEV 779
0.3% UP
305.9°
0.4% UP
305.9°
BLAST PAD 200 X 200
30L
ELEV 778
035.1°
TERMINAL 1
U.S. CUSTOMS
ELEV 786
BLAST PAD 200 X 200
HOLDING BAY
FBO
FIRE STATION
5519 X 100
8502 X 150
TERMINAL 2
BLAST PAD 100 X 150
12L
125.9°
ELEV 797
WEST RAMP
AIR CARGO WEST
FBO
CONTROL TOWER 1030
FIELD ELEV 809
0.3% DOWN
125.9°
21L
BLAST PAD 200 X 200
FBO
VAR 5.7°E
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
RWY 3-21 S95, D190, ST175, DT270
RWY 12L-30R S59, D120, ST152
RWY 12R-30L S95, D190, ST175, DT270
98°29.5' W
98°29.0' W
98°28.5' W
98°28.0' W
98°27.5' W
98°27.0' W
29°32.5' N
29°32.0' N
29°31.5' N
AIRPORT DIAGRAM
09351
SAN ANTONIO, TEXAS
SAN ANTONIO INTL (SAT)

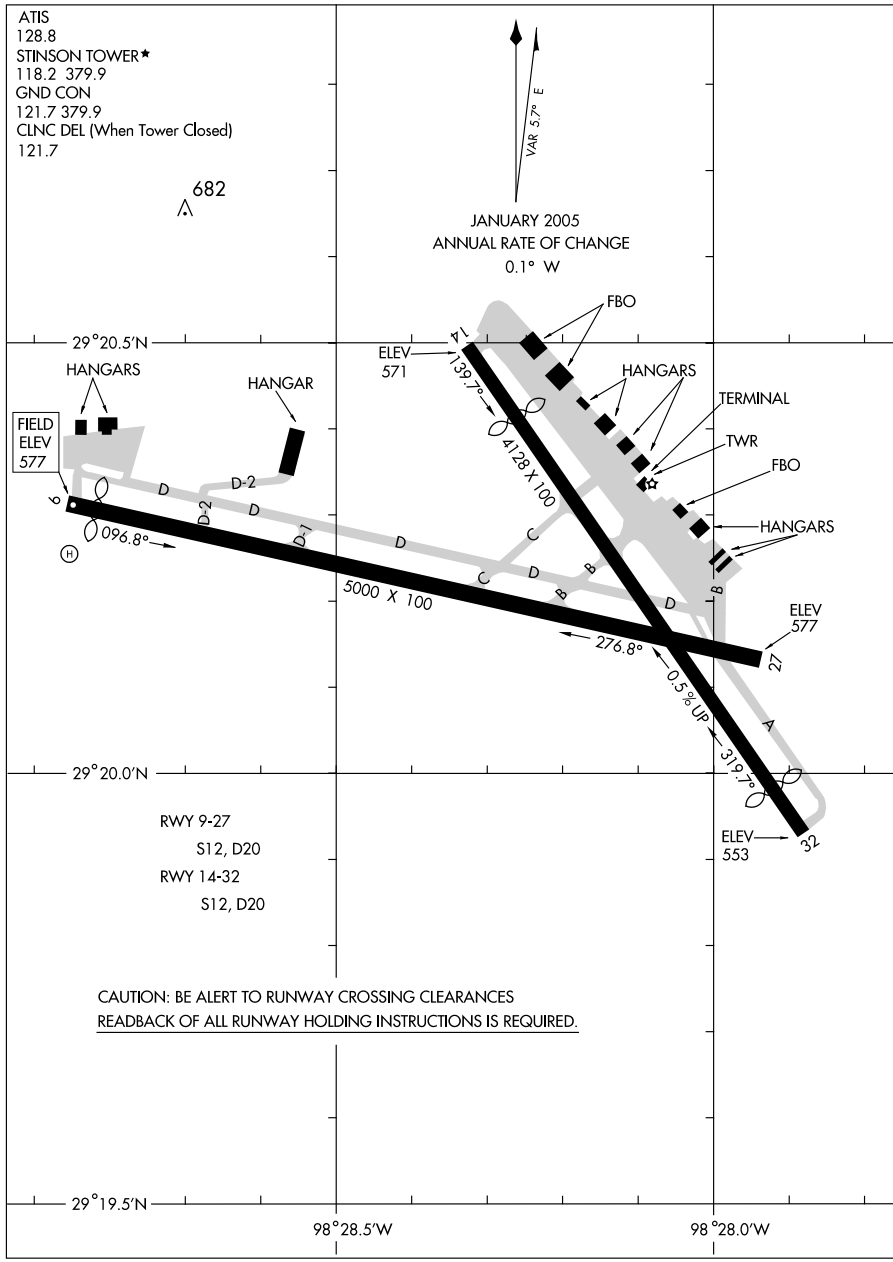
10098

# AIRPORT DIAGRAM

SAN ANTONIO/ STINSON MUNI (SSF)

AL-372 (FAA)

SAN ANTONIO, TEXAS




# AIRPORT DIAGRAM

10098

SAN ANTONIO, TEXAS

SAN ANTONIO/ STINSON MUNI (SSF)

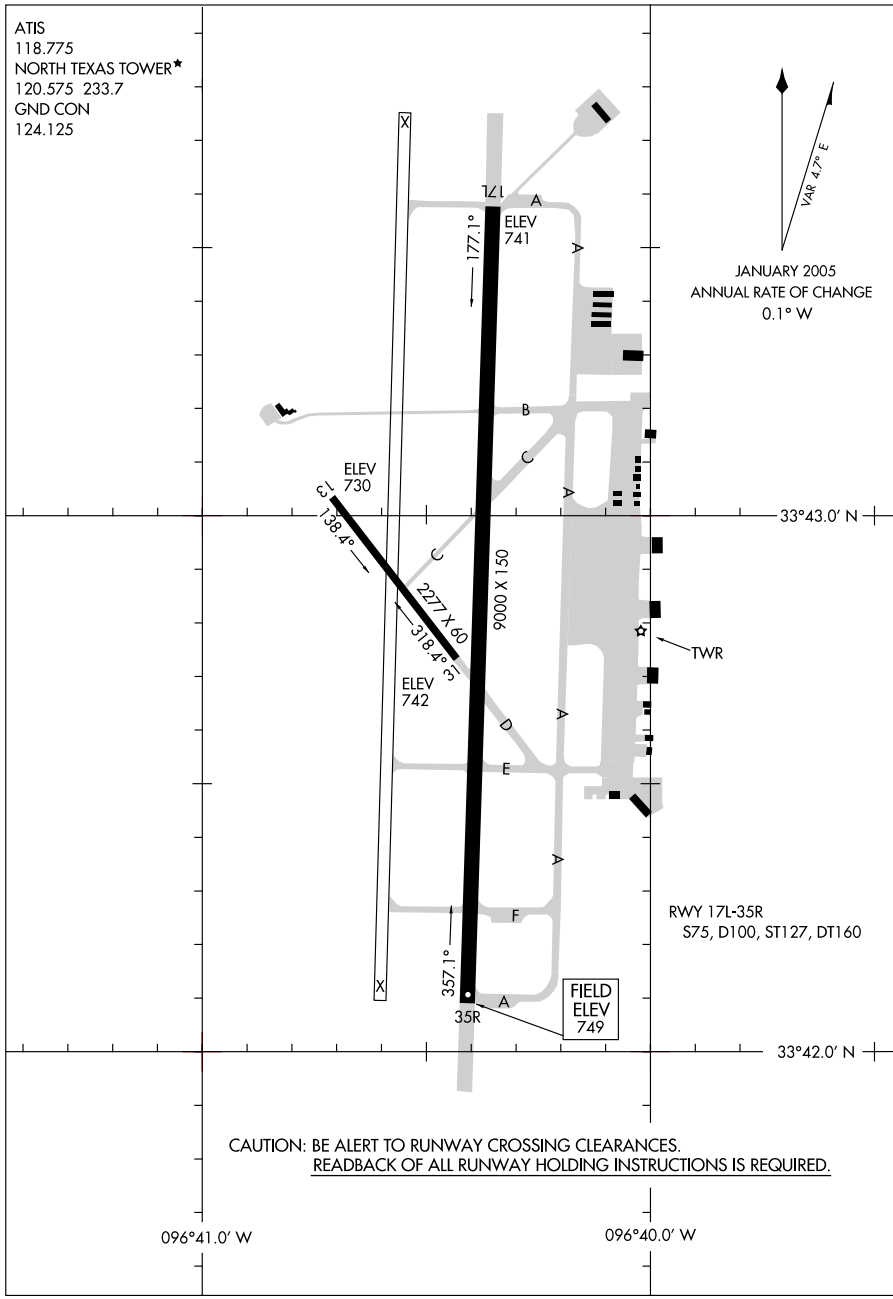
10098

# AIRPORT DIAGRAM

SHERMAN/DENISON/ NORTH TEXAS RGNL/PERRIN FIELD (GYI)

AL-389 (FAA)

SHERMAN/DENISON, TEXAS




AIRPORT DIAGRAM

10098

SHERMAN/DENISON, TEXAS

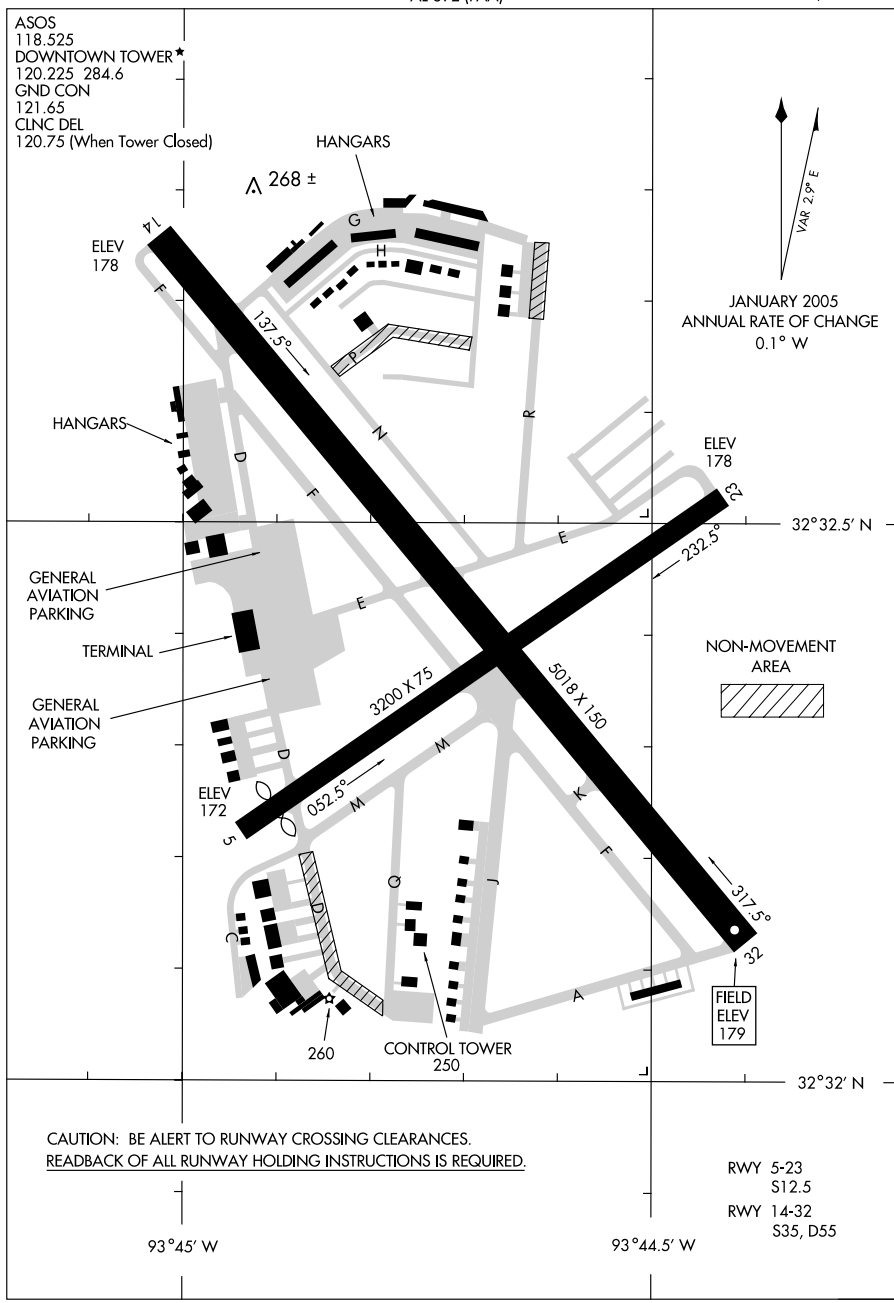
SHERMAN/DENISON/NORTH TEXAS RGNL/PERRIN FIELD (GYI)

09183

# AIRPORT DIAGRAM

AL-392 (FAA)

SHREVEPORT DOWNTOWN (DTN)
SHREVEPORT, LOUISIANA




AIRPORT DIAGRAM
09183

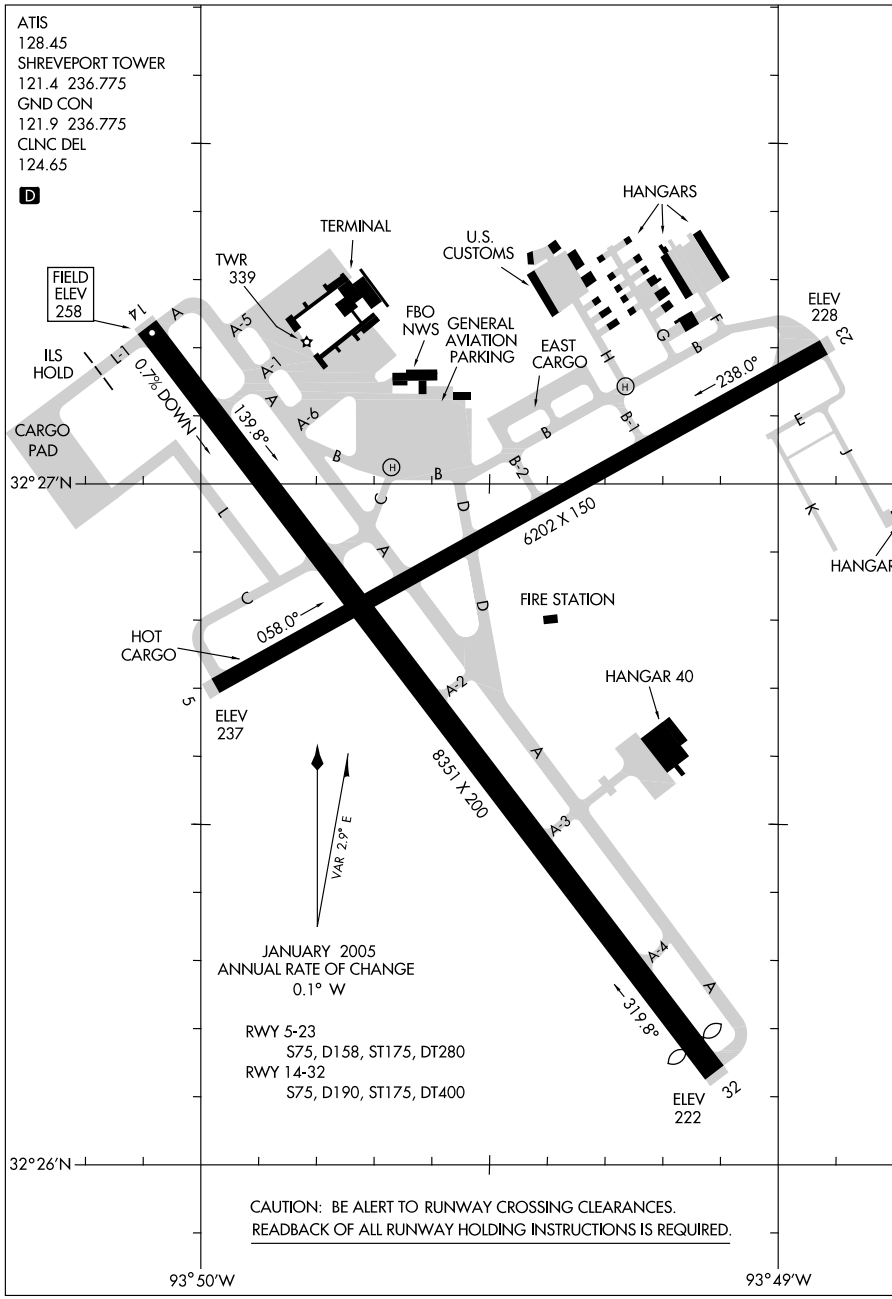
SHREVEPORT, LOUISIANA
SHREVEPORT DOWNTOWN (DTN)

10154

# AIRPORT DIAGRAM

AL-884 (FAA)

SHREVEPORT RGNL (SHV)
SHREVEPORT, LOUISIANA




# AIRPORT DIAGRAM

10154

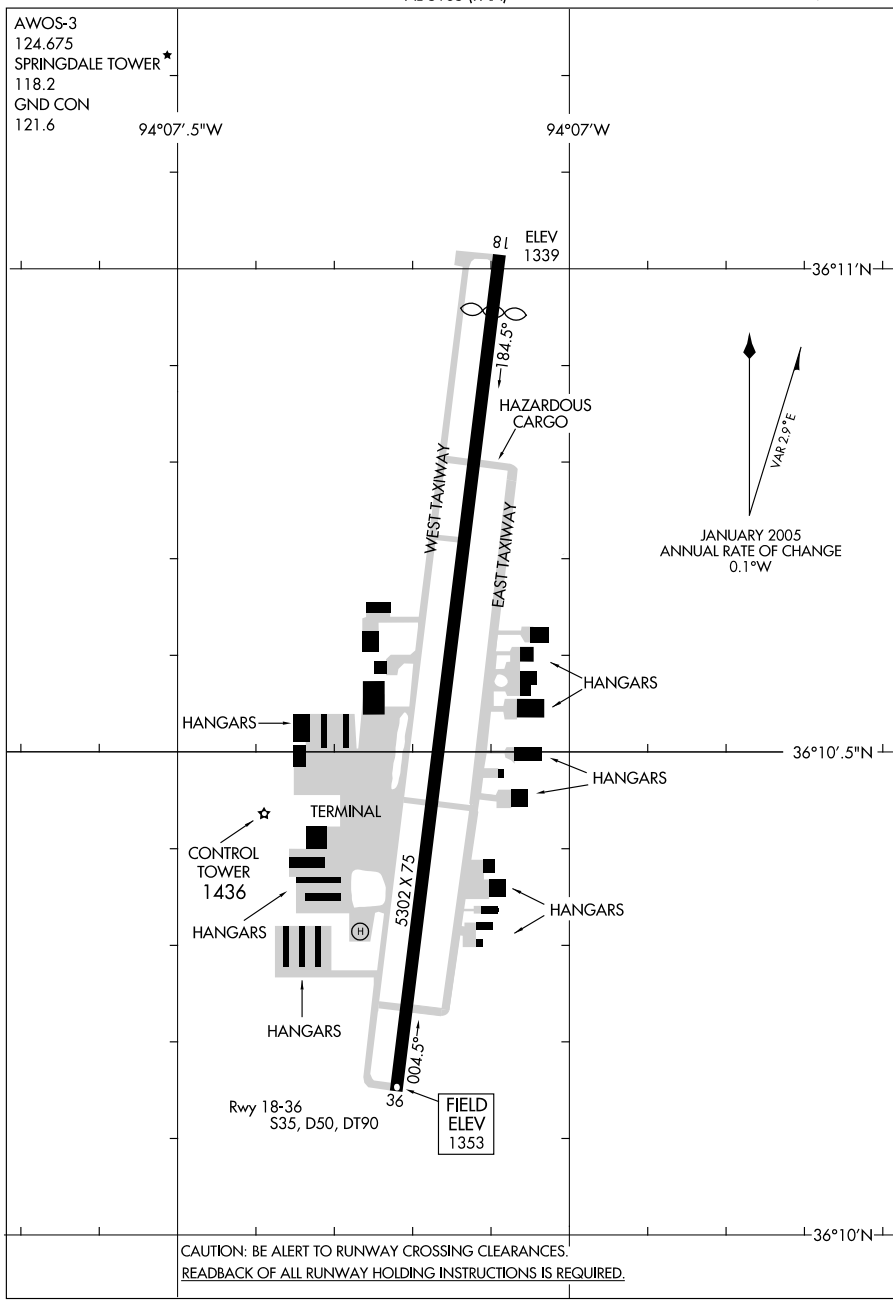
SHREVEPORT, LOUISIANA
SHREVEPORT RGNL (SHV)

06215

# AIRPORT DIAGRAM

AL-5165 (FAA)

SPRINGDALE MUNI (ASG)
SPRINGDALE, ARKANSAS




# AIRPORT DIAGRAM

06215

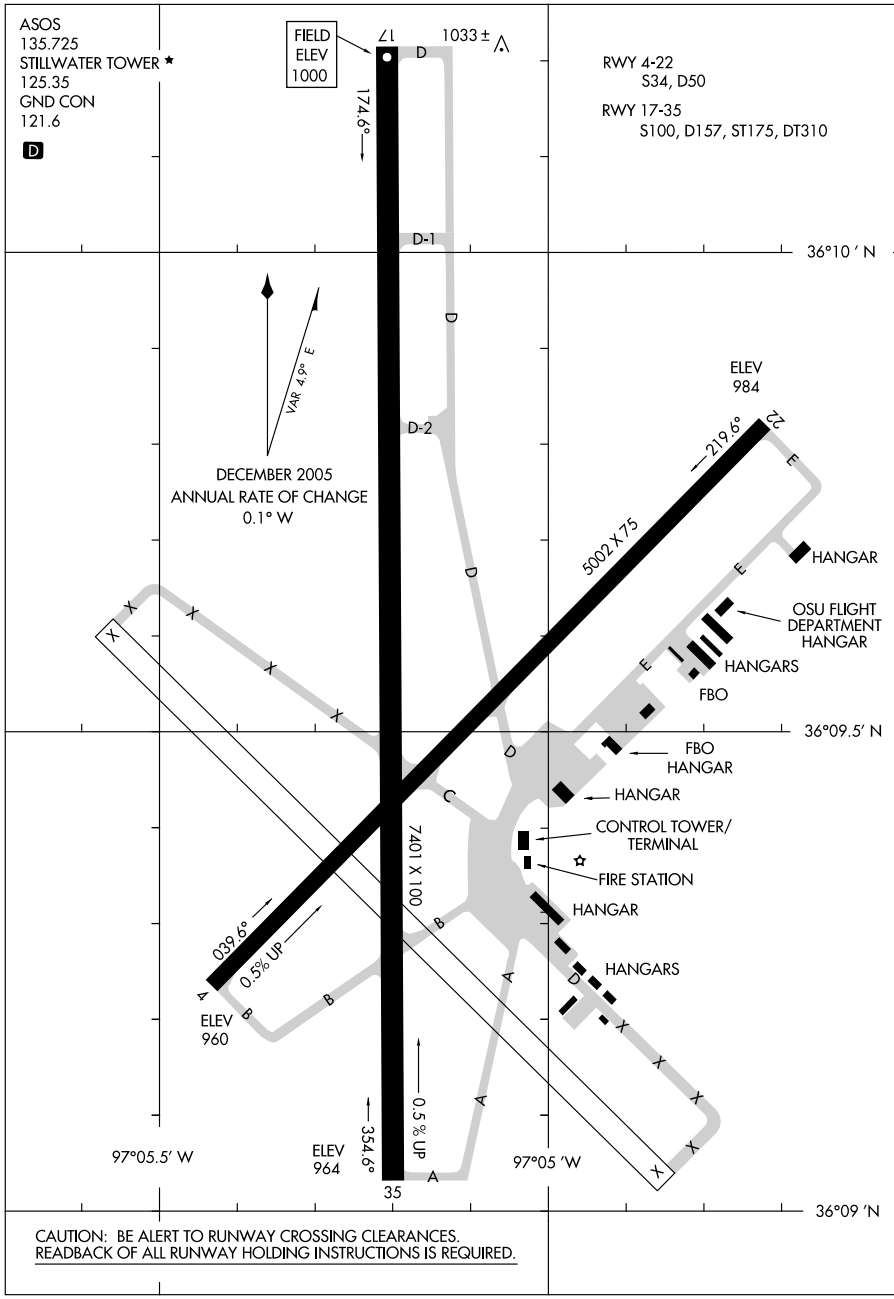
SPRINGDALE, ARKANSAS
SPRINGDALE MUNI (ASG)

09183

# AIRPORT DIAGRAM

AL-5151 (FAA)

STILLWATER RGNL (SWO)
STILLWATER, OKLAHOMA




# AIRPORT DIAGRAM

09183

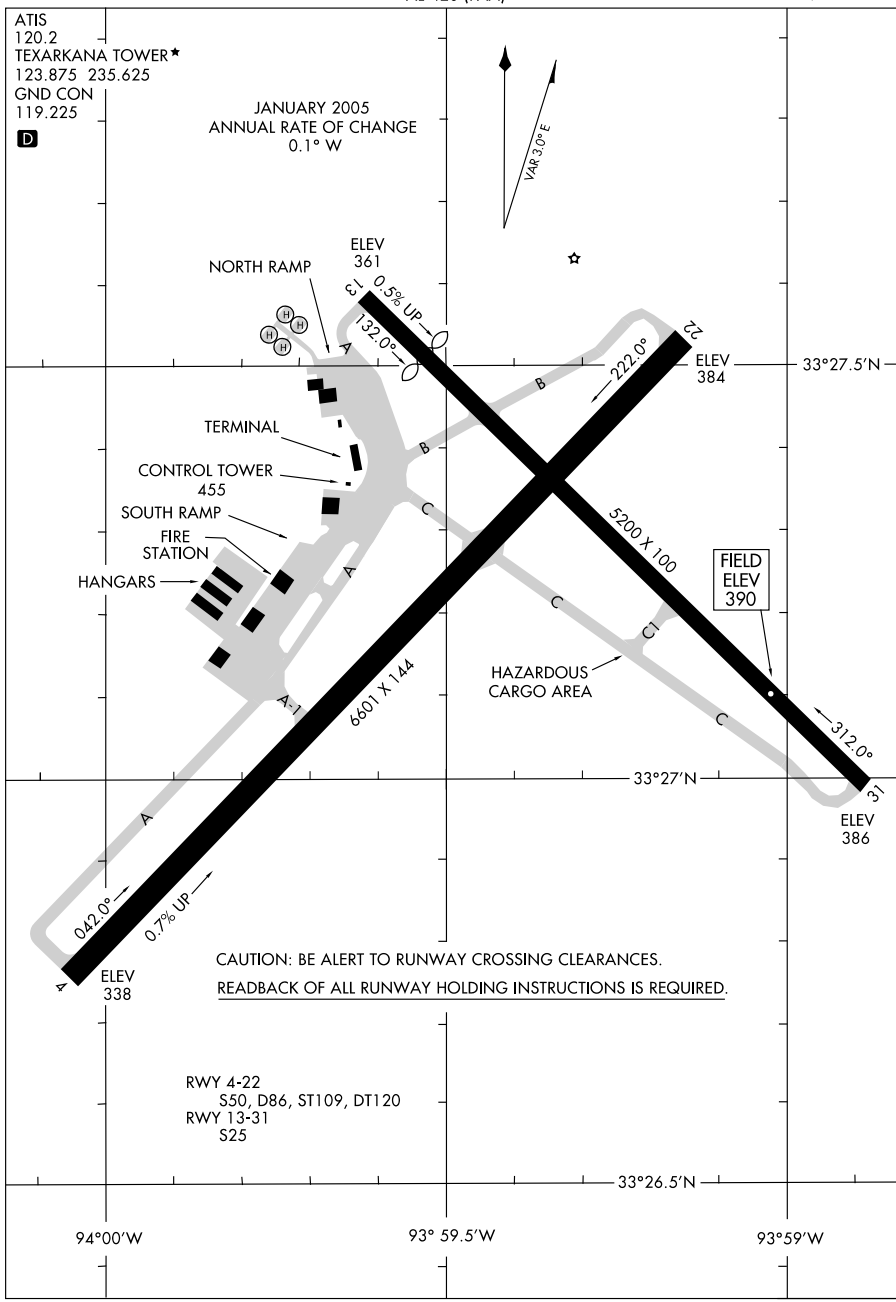
STILLWATER, OKLAHOMA
STILLWATER RGNL (SWO)

09071

# AIRPORT DIAGRAM

TEXARKANA RGNL-WEBB FIELD (TXK)
TEXARKANA, ARKANSAS

AL-420 (FAA)




AIRPORT DIAGRAM
09071

TEXARKANA, ARKANSAS
TEXARKANA RGNL-WEBB FIELD (TXK)

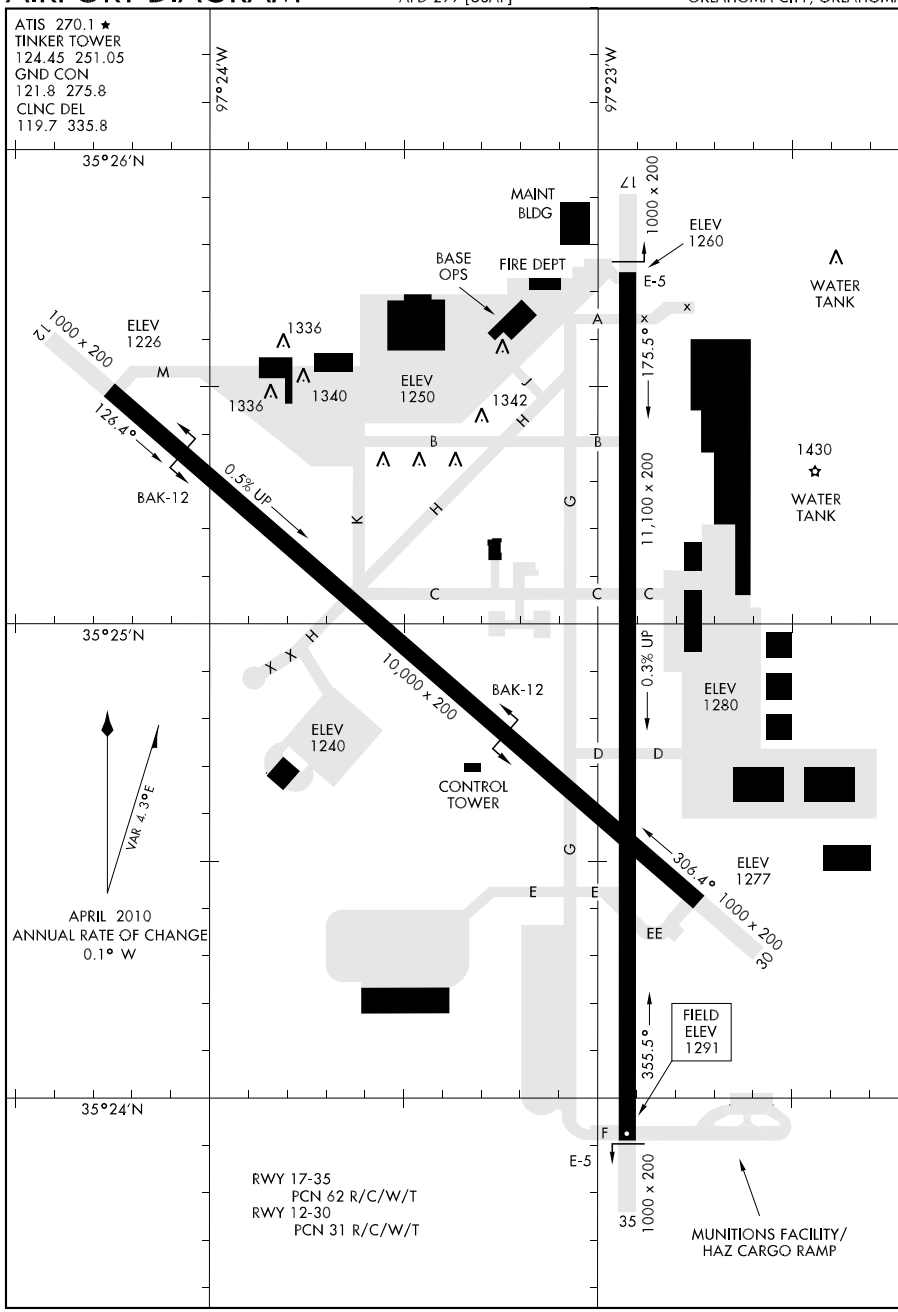
10098

# AIRPORT DIAGRAM

AFD-299 [USAF]

TINKER AFB (KTIK)

OKLAHOMA CITY, OKLAHOMA




AIRPORT DIAGRAM

OKLAHOMA CITY, OKLAHOMA

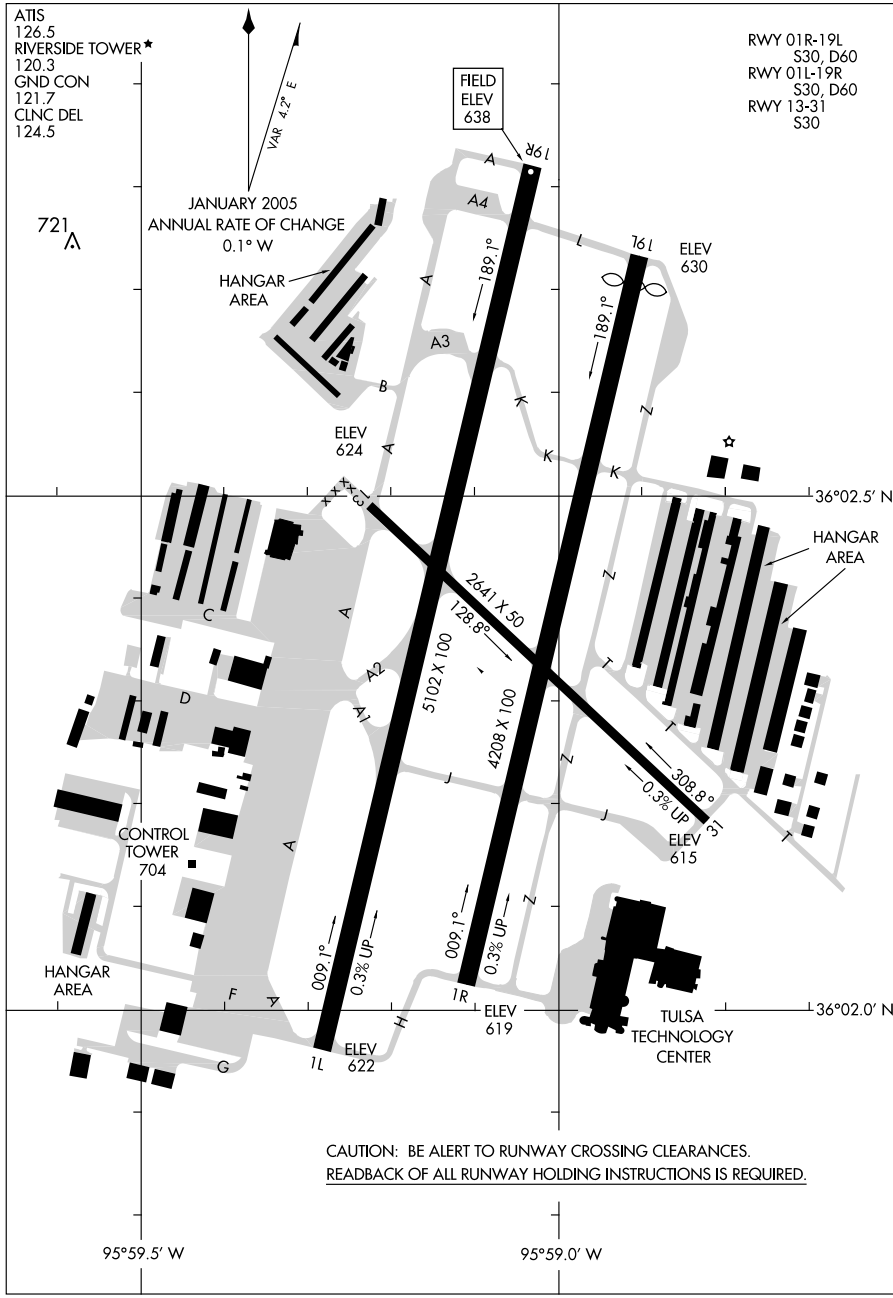
TINKER AFB (KTIK)

09295

# AIRPORT DIAGRAM

TULSA/ RICHARD LLOYD JONES JR. (RVS)
TULSA, OKLAHOMA

AL-5427 (FAA)




AIRPORT DIAGRAM

TULSA, OKLAHOMA
TULSA/ RICHARD LLOYD JONES JR. (RVS)

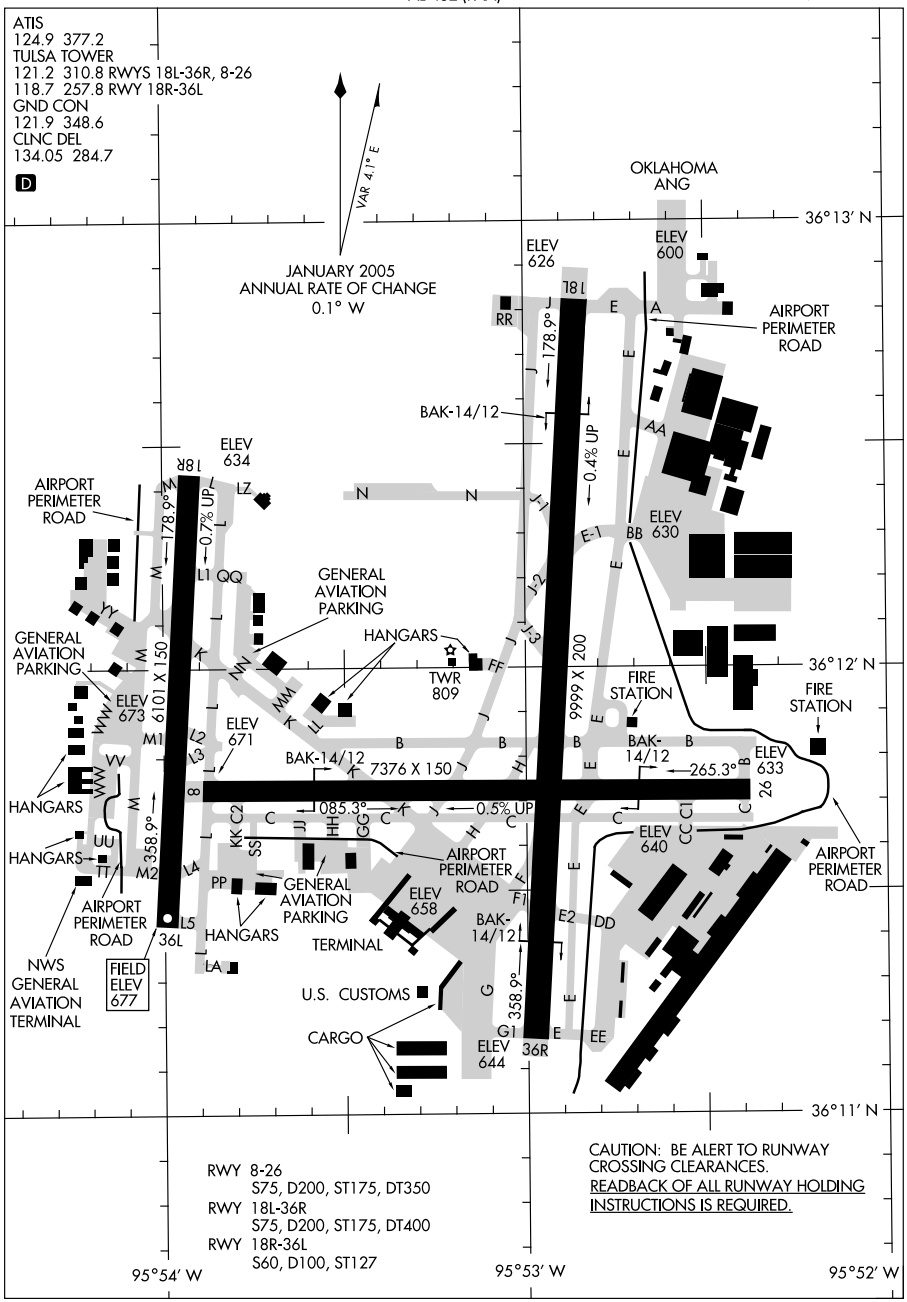
09295

09351

# AIRPORT DIAGRAM

TULSA INTL (TUL)
TULSA, OKLAHOMA

AL-432 (FAA)




# AIRPORT DIAGRAM

09351

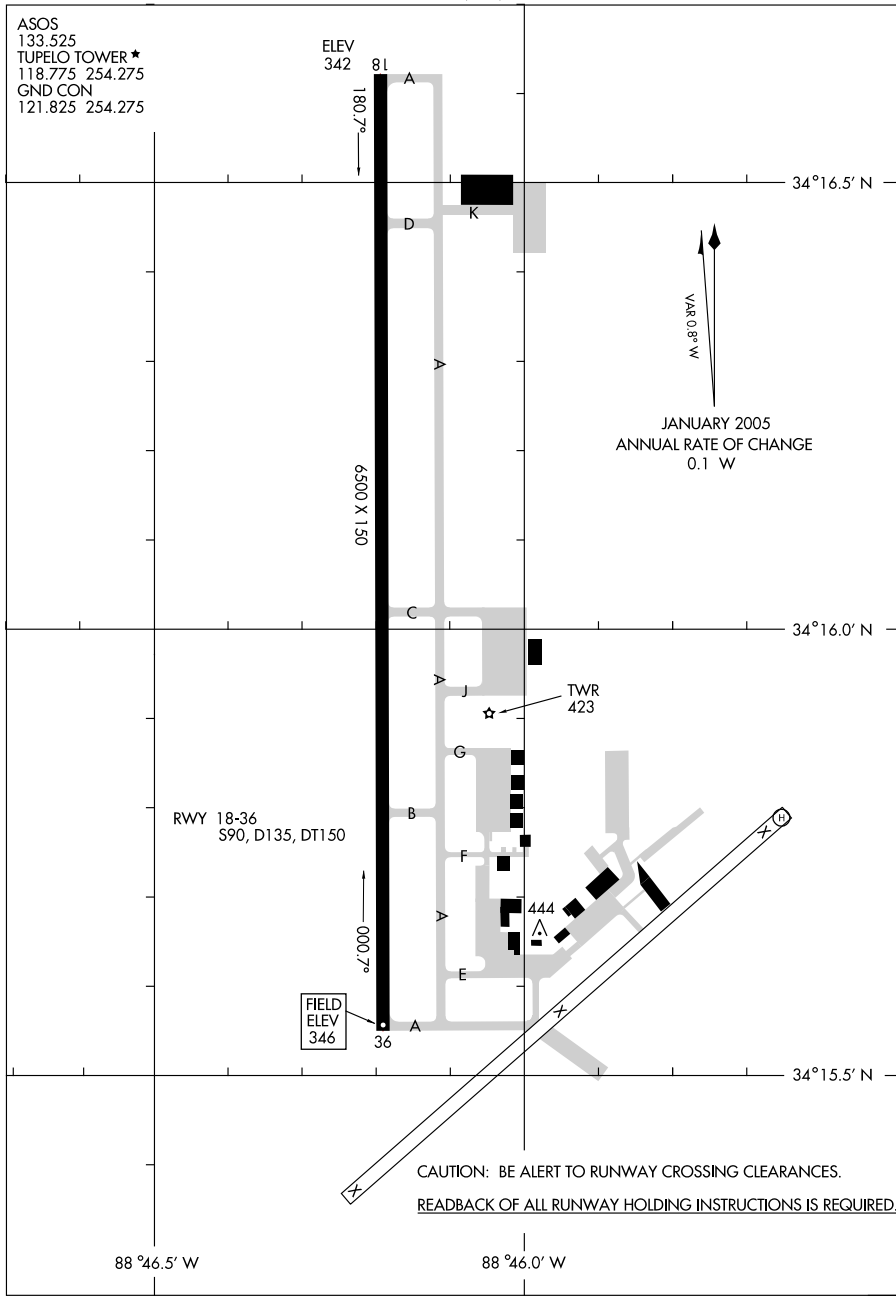
TULSA, OKLAHOMA
TULSA INTL (TUL)

09183

# AIRPORT DIAGRAM

TUPELO RGNL (TUP)
TUPELO, MISSISSIPPI

AL-854 (FAA)




AIRPORT DIAGRAM
09183

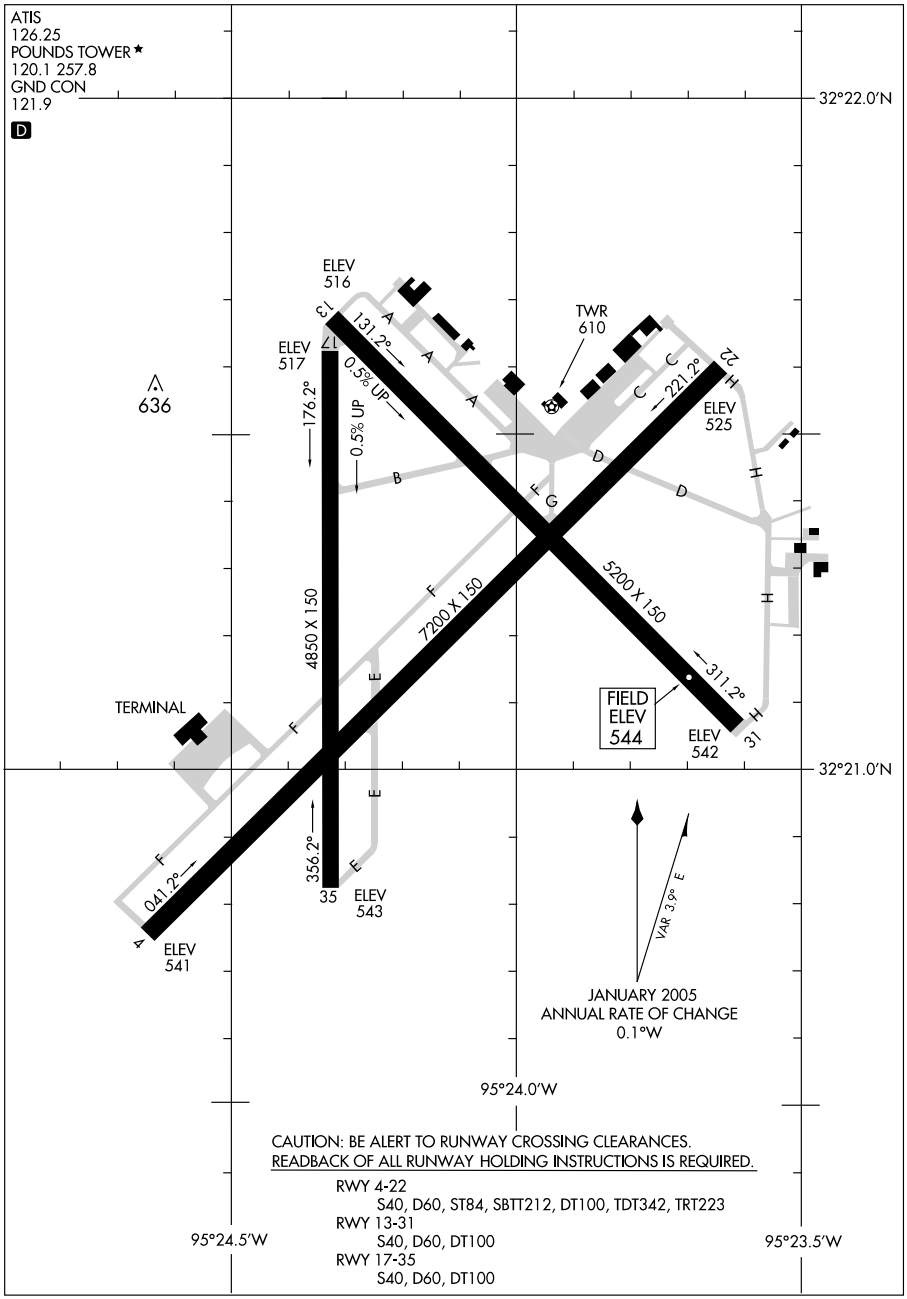
TUPELO, MISSISSIPPI
TUPELO RGNL (TUP)

09295

# AIRPORT DIAGRAM

TYLER POUNDS RGNL (TYR)
TYLER, TEXAS

AL-622 (FAA)



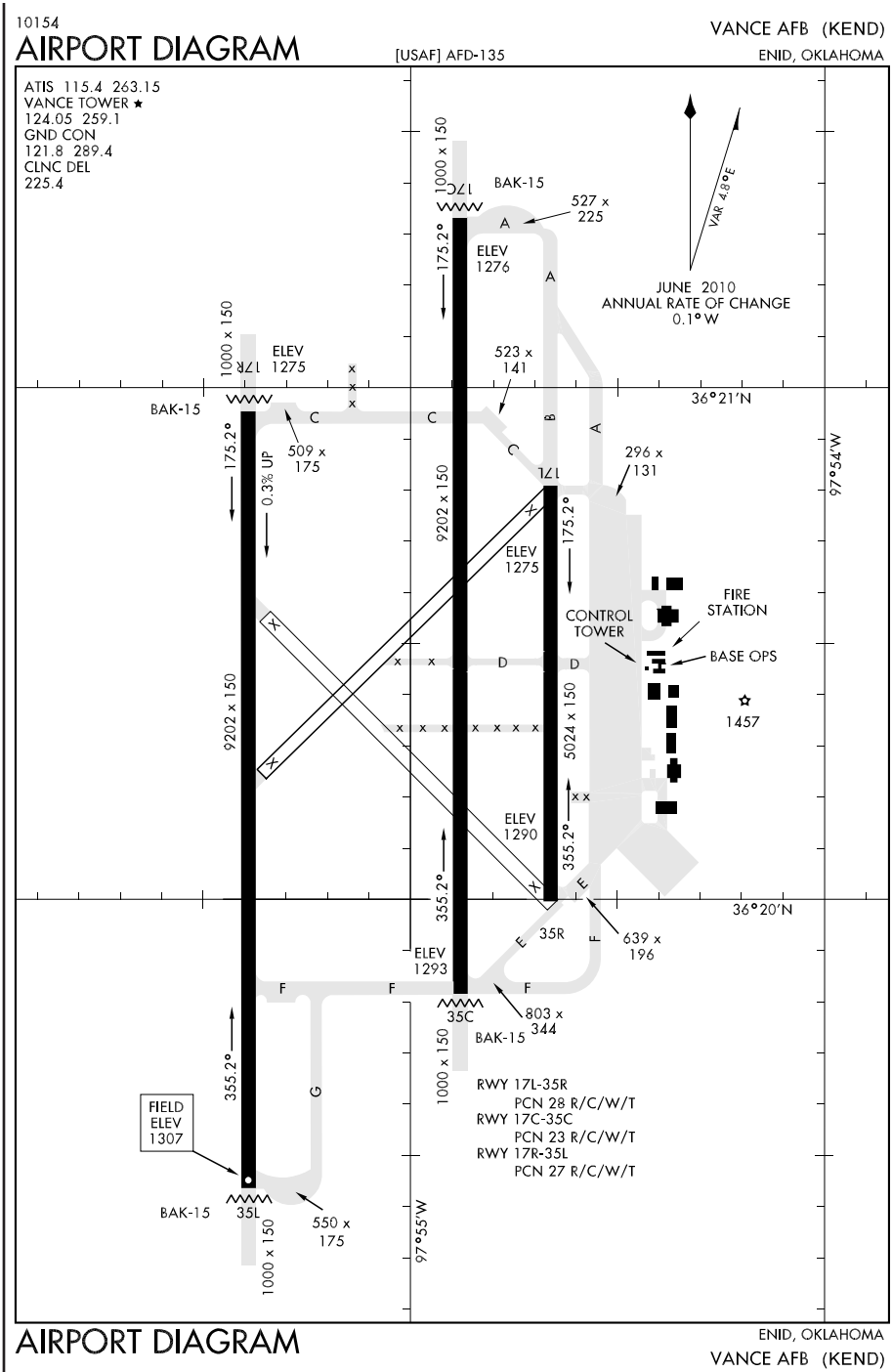

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 4-22
S40, D60, ST84, SBTT212, DT100, TDT342, TRT223
RWY 13-31
S40, D60, DT100
RWY 17-35
S40, D60, DT100

# AIRPORT DIAGRAM

09295

TYLER, TEXAS
TYLER POUNDS RGNL (TYR)

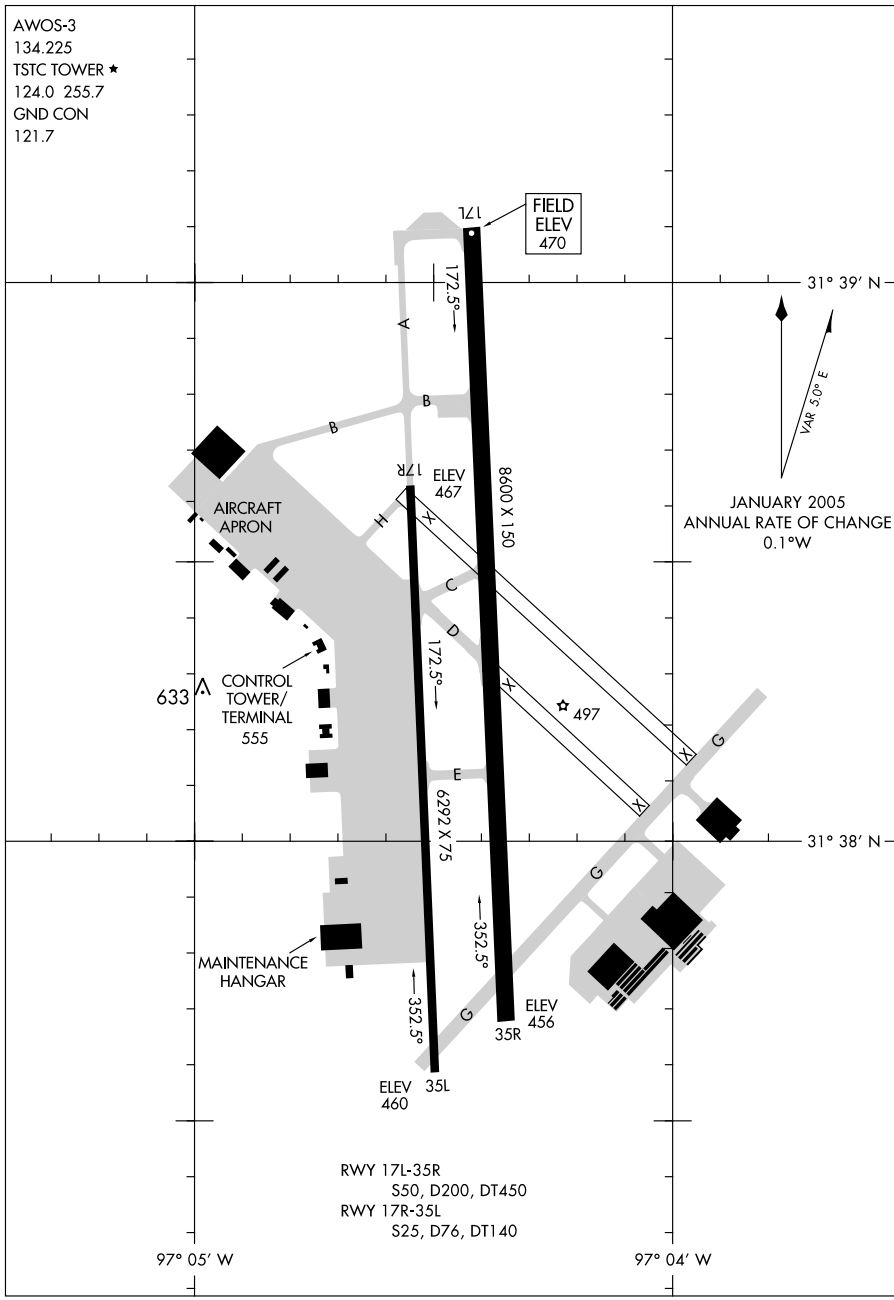

10154
AIRPORT DIAGRAM
VANCE AFB (KEND)
[USAF] AFD-135
ENID, OKLAHOMA
ATIS 115.4 263.15
VANCE TOWER ★
124.05 259.1
GND CON
121.8 289.4
CLNC DEL
225.4
1000 x 150
17C
BAK-15
527 x 225
A
ELEV 1276
175.2°
VAR 4.8°E
JUNE 2010
ANNUAL RATE OF CHANGE
0.1°W
1000 x 150
17R
ELEV 1275
523 x 141
36°21'N
BAK-15
C
509 x 175
175.2°
0.3% UP
9202 x 150
296 x 131
17L
175.2°
ELEV 1275
97°54'W
FIRE STATION
CONTROL TOWER
BASE OPS
1457
D
9202 x 150
5024 x 150
ELEV 1290
355.2°
35R
639 x 196
36°20'N
ELEV 1293
35C
803 x 344
BAK-15
1000 x 150
355.2°
RWY 17L-35R
PCN 28 R/C/W/T
RWY 17C-35C
PCN 23 R/C/W/T
RWY 17R-35L
PCN 27 R/C/W/T
FIELD ELEV 1307
BAK-15
35L
550 x 175
1000 x 150
97°55'W
AIRPORT DIAGRAM
ENID, OKLAHOMA
VANCE AFB (KEND)

09351

# AIRPORT DIAGRAM

AL-579 (FAA)

WACO/TSTC WACO (CNW)
WACO, TEXAS




# AIRPORT DIAGRAM

09351

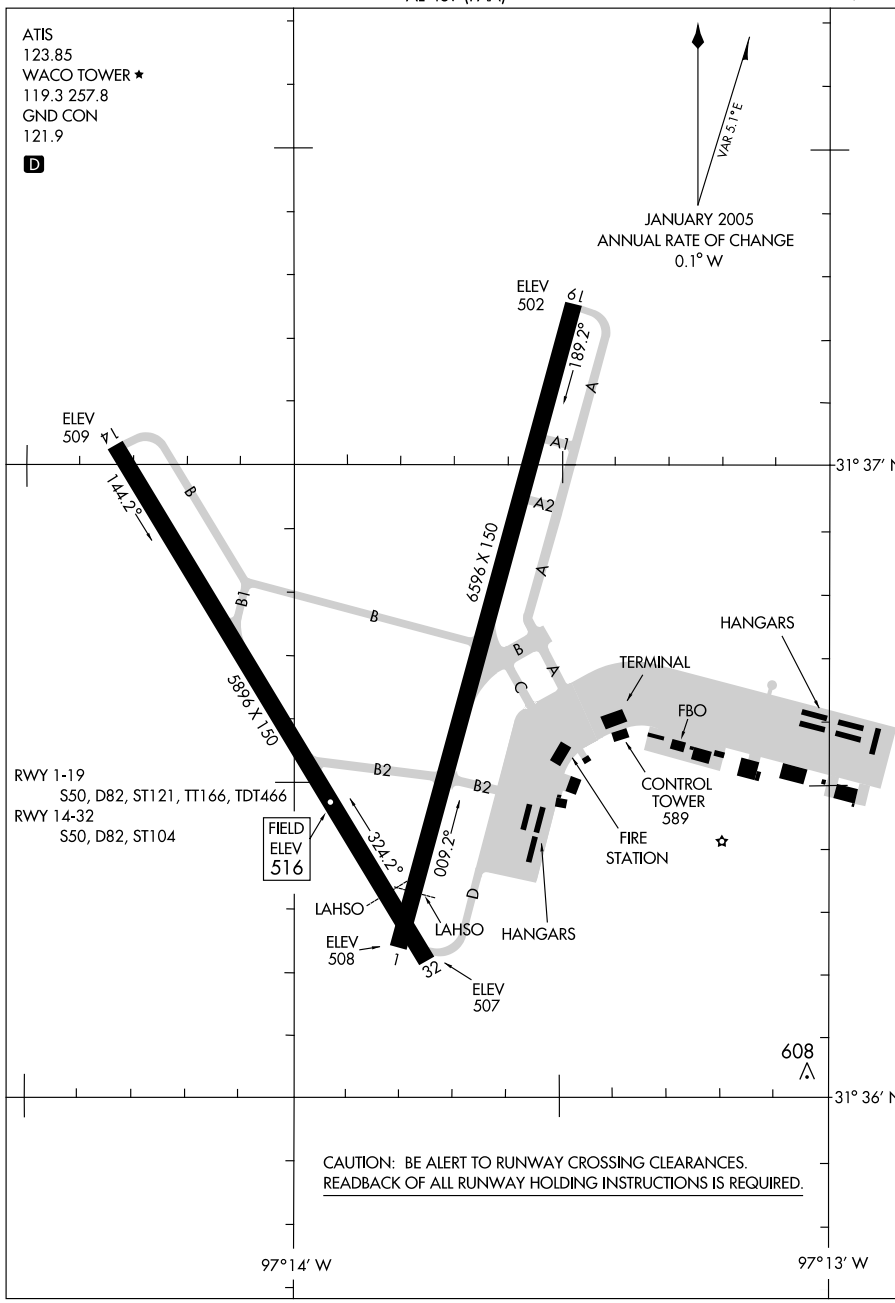
WACO, TEXAS
WACO/TSTC WACO (CNW)

09295

# AIRPORT DIAGRAM

AL-439 (FAA)

WACO RGNL (ACT)
WACO, TEXAS




# AIRPORT DIAGRAM

09295

WACO, TEXAS
WACO RGNL (ACT)

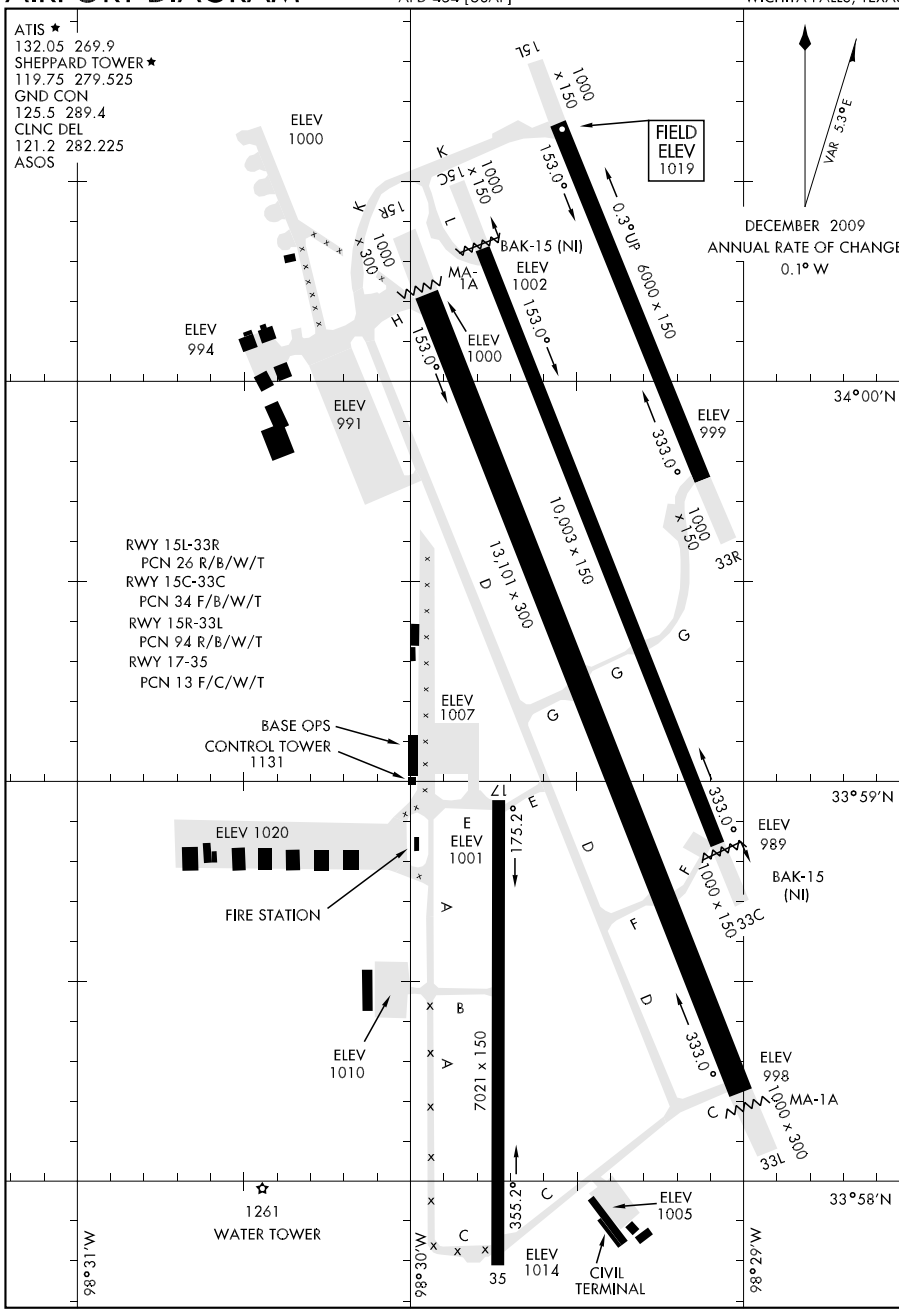
09351

# AIRPORT DIAGRAM

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

AFD-454 [USAF]

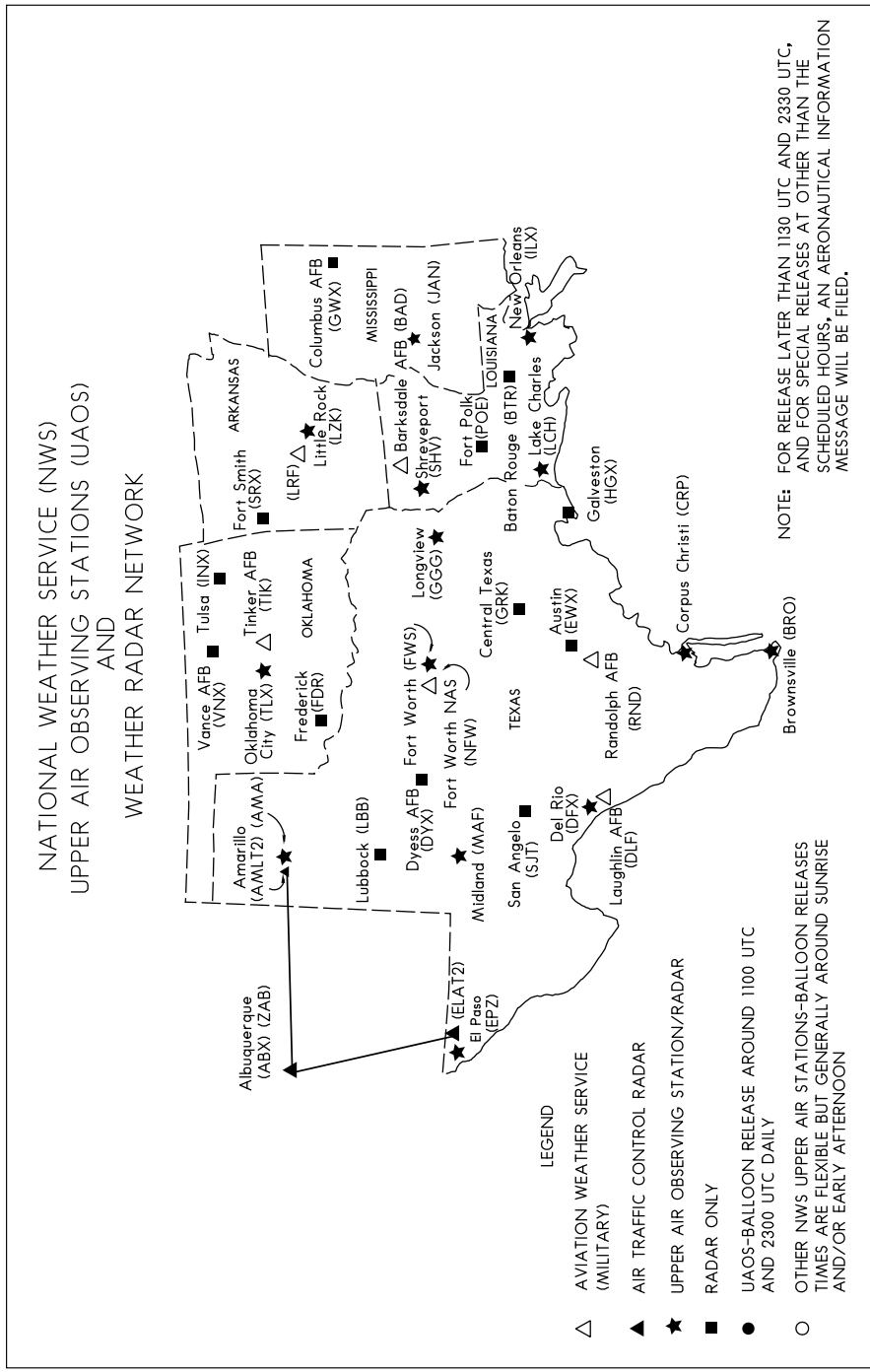
WICHITA FALLS, TEXAS




AIRPORT DIAGRAM

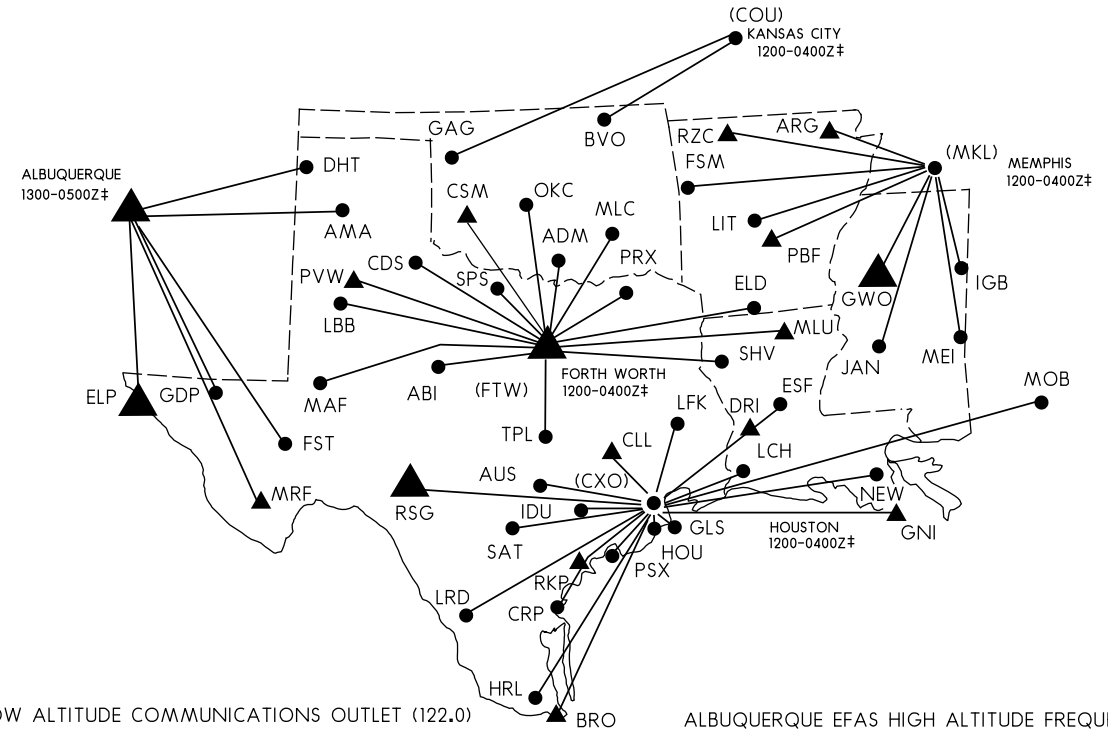
WICHITA FALLS, TEXAS

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)


NATIONAL WEATHER SERVICE (NWS)
UPPER AIR OBSERVING STATIONS (UAOS)
AND
WEATHER RADAR NETWORK
Albuquerque (ABX) (ZAB)
Amarillo (AMA/LT2) (AMA)
Lubbock (LBB)
Vance AFB (VNX)
Oklahoma City (TLX)
Frederick (FDR)
Tulsa (INX)
Tinker AFB (TIK)
OKLAHOMA
Fort Smith (SRX)
ARKANSAS
Little Rock (LZK)
(LRF)
Columbus AFB (GWX)
MISSISSIPPI
Barksdale AFB (BAD)
Jackson (JAN)
Shreveport (SHV)
Fort Polk (POE)
LOUISIANA
New Orleans (ILX)
Lake Charles (LCH)
Baton Rouge (BTR)
Galveston (HGX)
Corpus Christi (CRP)
Brownsville (BRO)
Longview (GGG)
Fort Worth (FWS)
Fort Worth NAS (NFW)
Dyess AFB (DYX)
Midland (MAF)
El Paso (EPZ)
(ELA/T2)
San Angelo (SJT)
Del Rio (DFX)
Laughlin AFB (DLF)
Central Texas (GRK)
TEXAS
Austin (EWX)
Randolph AFB (RND)
LEGEND
AVIATION WEATHER SERVICE (MILITARY)
AIR TRAFFIC CONTROL RADAR
UPPER AIR OBSERVING STATION/RADAR
RADAR ONLY
UAOS-BALLOON RELEASE AROUND 1100 UTC AND 2300 UTC DAILY
OTHER NWS UPPER AIR STATIONS-BALLOON RELEASES TIMES ARE FLEXIBLE BUT GENERALLY AROUND SUNRISE AND/OR EARLY AFTERNOON
NOTE: FOR RELEASE LATER THAN 1130 UTC AND 2330 UTC, AND FOR SPECIAL RELEASES AT OTHER THAN THE SCHEDULED HOURS, AN AERONAUTICAL INFORMATION MESSAGE WILL BE FILED.

# ENROUTE FLIGHT ADVISORY SERVICE (EFAS)

See Aeronautical Information Manual (AIM) for available services




● LOW ALTITUDE COMMUNICATIONS OUTLET (122.0)

▲ HIGH ALTITUDE COMMUNICATIONS OUTLET

▲ BOTH LOW AND HIGH ALTITUDE COMMUNICATIONS OUTLET

| | |
|---|---|
| ALBUQUERQUE EFAS HIGH ALTITUDE FREQUENCY | 127.625 |
| FORT WORTH EFAS HIGH ALTITUDE FREQUENCY | 133.775 |
| HOUSTON EFAS HIGH ALTITUDE FREQUENCY | 126.625 |
| MEMPHIS EFAS HIGH ALTITUDE FREQUENCY | 133.675 |